

Mystic Valley Parkway Green Line Extension *Community Visioning Process*

Final Report
February 2012



Cities of Medford and
Somerville, MA



Washington
Street

Lechmere

Acknowledgments

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Executive Summary

Planning for a Potential Green Line Station

The Metropolitan Area Planning Council (MAPC) was hired by the Massachusetts Department of Transportation (MassDOT) to evaluate the possible benefits and impacts associated with a potential extension of the Green Line from College Avenue to Mystic Valley Parkway in the cities of Medford and Somerville. MAPC was specifically tasked with analyzing the potential for land use, zoning and development changes, and estimating future economic development benefits that could be derived from those changes. While benefits would be anticipated for both cities and their residents, impacts are also possible. Additional traffic, added pressure on parking and the potential for increased housing costs are some impacts that could accompany the potential station. Throughout the process, MAPC engaged both cities, key stakeholders in the area, and held a series of public meetings that have shaped the recommendations in this report.

Vision for the Potential Station Area

What is envisioned for the station area is a well-connected, walkable, bike-able, neighborhood scale transit-oriented development node that provides new opportunities for mixed-income housing, job creation, increased tax revenue, and access to quality public transit. New development must knit into the fabric of the existing neighborhood and provide opportunities for increasing access to affordable housing and quality jobs. Connectivity from the surrounding area is critical in making the potential station a part of the neighborhood.

Recommendations for the Potential Station Area:

MAPC developed recommendations for four specific focus areas immediately adjacent to the potential station which represent the greatest opportunity for change over a 20-25 year time horizon.

- Focus Area 1 – “166-194 Boston Avenue”
 - Allow up to four floors of mixed-use development
 - Ground floor mix of neighborhood retail and office space
 - Up to three floors of residential above
- Focus Area 2 – “200 Boston Avenue”
 - Allow for redevelopment of existing parking structure to accommodate up to three floors of office/research & development space
 - First floor could include a small restaurant or café
- Focus Area 3 – “Walkling Court”
 - Redevelop existing senior affordable housing complex
 - Allow for a mix of three to four floor buildings in order to create more senior affordable housing units than what exists today
 - Provide ADA accessible, affordable, modernized housing choices for seniors
- Focus Area 4 – “Whole Foods”
 - Allow for up to six floors of mixed-use development
 - Two floors for Whole Foods, up to four floors of residential above



Whole Foods Supermarket

Estimated Benefits from New Development:

MAPC estimated the benefits that could be derived from the construction of the potential station and any development/redevelopment that could result from added demand in the area.

- **117 additional market-rate housing units**
- **55 additional senior housing units**
- **4 additional low-income family housing units**

- **15,000 square feet of added commercial/retail space**
- **67,000 square feet of added office space**

- **240 new jobs**
- **Doubling of existing tax revenue in the station area**
- **Additional \$25 million in home equity within a half-mile of the potential station**

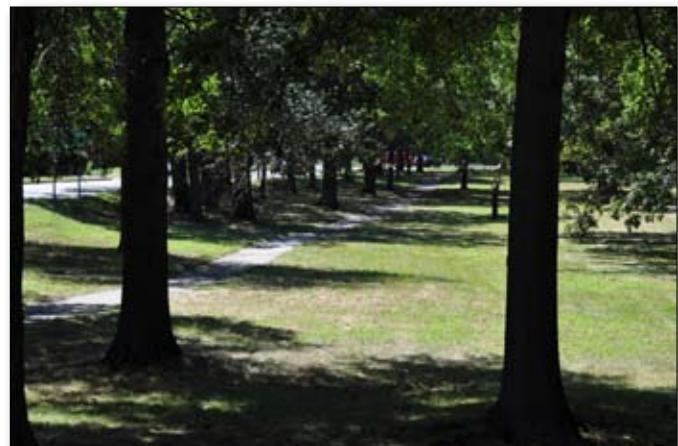
Implementing the Vision:

Key steps for implementing the vision for the potential station area include:

- Rezone parcels in the area to allow for the type of development described in the vision and amend the zoning ordinance to allow for mixed-use
- Create opportunities for marketing the station area to developers, businesses and customers by establishing a retail association
- Invest in streetscape, landscaping, and lighting to make the area more attractive and inviting
- Ensure that the station area is well connected to the existing neighborhood to promote walking and biking. Invest in infrastructure improvements that will facilitate active transportation and increase safety at key crossing locations
- Take advantage of the existing open space opportunities along the Mystic River and create visible and safe connections from the river to the station area

Impacts and Mitigation:

MAPC also reviewed potential impacts on traffic, parking, and neighborhood change and recommended measures that could help mitigate these impacts. These include specific infrastructure investments to lessen traffic impacts, recommendations for parking enforcement, and a significant toolkit listing strategies and policies for maintaining the affordability of the existing and future housing stock in the station area.



Pathway along Mystic River

Chapter 1: Introduction

The Green Line Extension is a project that will provide rapid transit access to thousands of residents and businesses. The concept dates back more than thirty years. As planning and engineering for the project between Lechmere Station and Route 16/Mystic Valley Parkway progressed, MassDOT decided it was necessary to break the project into two distinct phases. Phase I includes the extension between Lechmere and College Avenue with a spur serving Union Square. Phase II is the final piece of the extension between College Avenue and Route 16/Mystic Valley Parkway. The Green Line Extension, as a whole, is an extremely important regional transit project which would provide a reliable and direct rapid transit connection from Medford and Somerville to Boston and beyond. Aside from being a significant transportation improvement project, the Extension would create substantial opportunities for new development and increase access to jobs and housing.

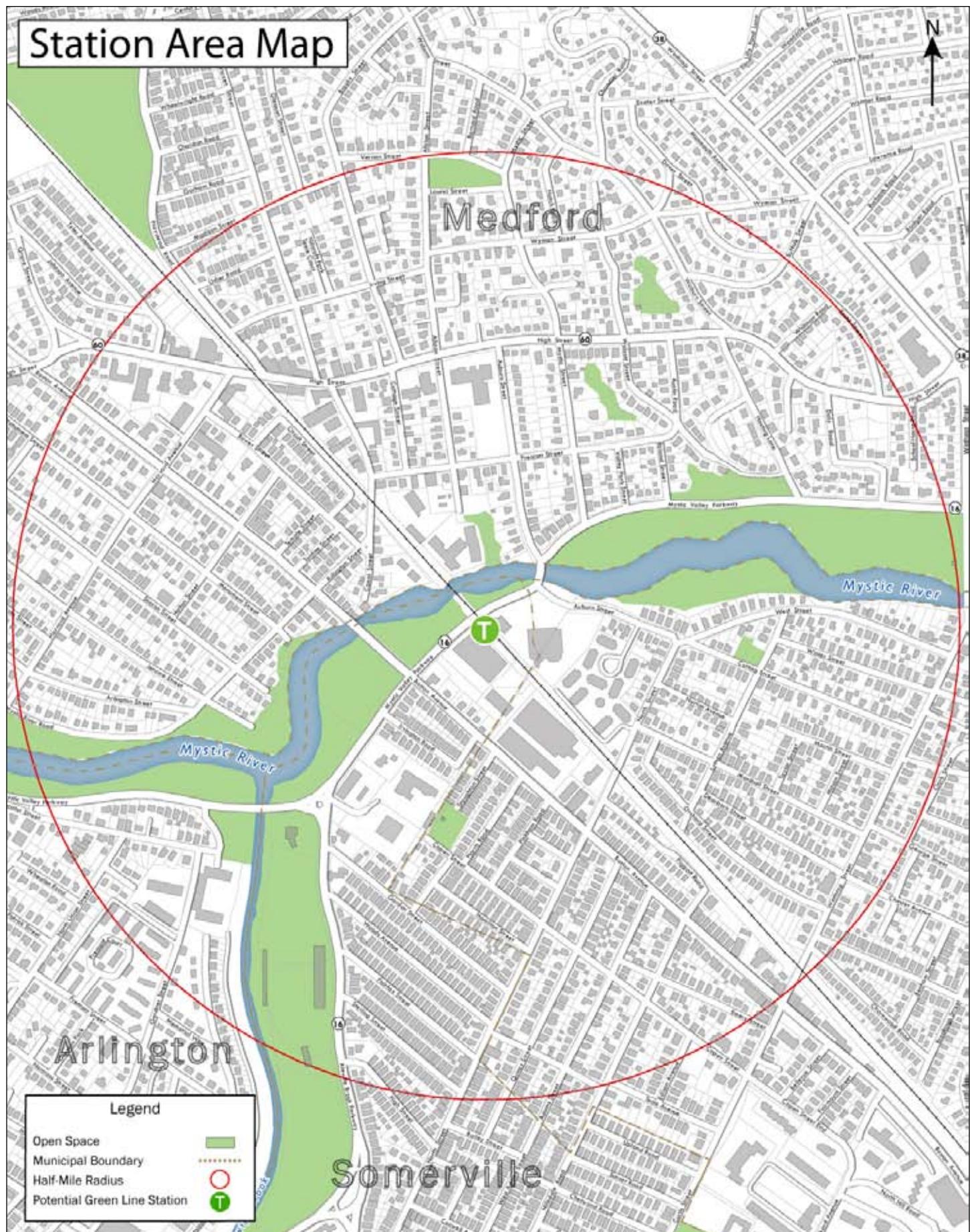
The Metropolitan Area Planning Council (MAPC) was contracted by the Massachusetts Department of Transportation (MassDOT) to undertake a visioning process and analyze potential land use, zoning, economic development, and transportation changes around the potential Route 16/Mystic Valley Parkway Green Line station. Working closely with MassDOT and the cities of Medford and Somerville, MAPC developed a set of recommendations for creating a well-connected and well-integrated appropriately scaled transit-oriented development site around the potential Green Line station. MAPC also identified potential benefits and impacts associated with these changes and potential strategies for mitigation.

Throughout this year long visioning process, MAPC engaged residents, business owners, property owners, concerned citizens, and other stakeholders in a series of five public meetings and targeted community outreach meetings. MAPC contracted with the Massachusetts Office of Public Collaboration to provide neutral meeting facilitation during the planning process. The public engagement efforts helped MAPC identify key community concerns, opportunities for change, a vision for the potential station area, and recommendations to achieve that vision. This report presents an overview of the existing conditions around the potential station area, a review of the public participation process, the vision for the station area, and the potential benefits and impacts that could result from an extension of the Green Line to Mystic Valley Parkway.

Chapter 2: Existing Conditions and Potential Impacts

To gain a better understanding of circumstances in the station area, MAPC performed an existing conditions analysis for the area within a half-mile of the potential station at Mystic Valley Parkway. Having a clear understanding of the existing conditions allows for more informed decisions to be made about potential benefits and impacts resulting from changes in the future. The existing conditions analysis includes a review of 2010 demographics, an overview of the existing land use and zoning in place for both the cities of Medford and Somerville, a look at the economic characteristics of commercial districts in the area, and an overview of existing transportation facilities and their functionality. A map depicting the half-mile station area is shown in Figure 2.1.

Figure 2.1: Half-Mile Station Area Map



Demographic Overview

Experiences in the Metro Boston region and across the country demonstrate that transit investments and expansions are often followed by neighborhood changes as new development occurs and new residents and businesses move in, attracted by the transit. Understanding what changes might occur requires understanding the existing conditions in the neighborhood. MAPC and *MetroFuture* (the regional plan for Metro Boston) have a goal to expand transit, but also to minimize displacement and ensure that residents can remain in their community as changes occur. Some residents expressed concern during public meetings about the potential change in demographics over time and what the future composition of neighborhoods would look like should the Green Line be extended to Mystic Valley Parkway. Specific concerns were expressed about the ability of existing residents to be able to afford rises in housing costs and a loss of social and economic diversity in the community.

The demographic analysis looked at population, race/ethnicity, age, sex, housing tenure, and household composition for Census blocks within a half-mile of the potential station using 2010 Census data and data from the 2005-2009 American Community Survey (ACS)¹. Data was specifically selected to provide information which would later feed into an analysis about strategies for managing any potential neighborhood change in the wake of the Green Line Extension (see Chapter 5).

Population, Age and Gender

In 2010, the population within a half-mile of the station was just under 9,550 with a split of 52% female and 48% male. The population pyramid shown in Figure 2.2 depicts the number of male and female residents by age, as a percent of the total population. The cohorts between the ages of 20-34 constitute more than a quarter of the station area population. This is not surprising given the area's proximity to Tufts University. Aside from Tufts students in the area, this could also indicate that young professionals and/or young families are locating in these parts of Medford, Somerville and Arlington. Generally, the gender split in each age range is even except from 65-85+ where females outnumber males.

Looking back at the Census data from 2000, population in the half-mile area has decreased over the ten year period by about 500 people². This is likely a result of shrinking household sizes with fewer children in the home and some out-migration. Figure 2.3 shows the absolute change in each age cohort within the half-mile area. The observed age shifts are consistent with regional trends which demonstrate fewer school-age children and more 50-64 year olds as baby boomers age.

¹Block level data from the Census provided the closest geographic conformity to the half-mile radius study area. With the new changes to the Census forms, which began in 2010, a number of disaggregated data categories are no longer available through the decennial Census. In order to look data such as renter and owner cost burden, bedroom counts for housing units and mortgage status by age, MAPC used data from the 2005-2009 American Community Survey (ACS). Unfortunately, the smallest practical geography available for ACS data is the Census Tract (data is available at the Block Group level, but margins of error are often very high). While the data still provides an overview of the demographics in the area, some of the tracts extend well outside the half-mile study area boundary.

²Small changes were made to Census block boundaries between 2000 and 2010 within the study area.

Figure 2.2: Population by Age and Gender, Census 2010

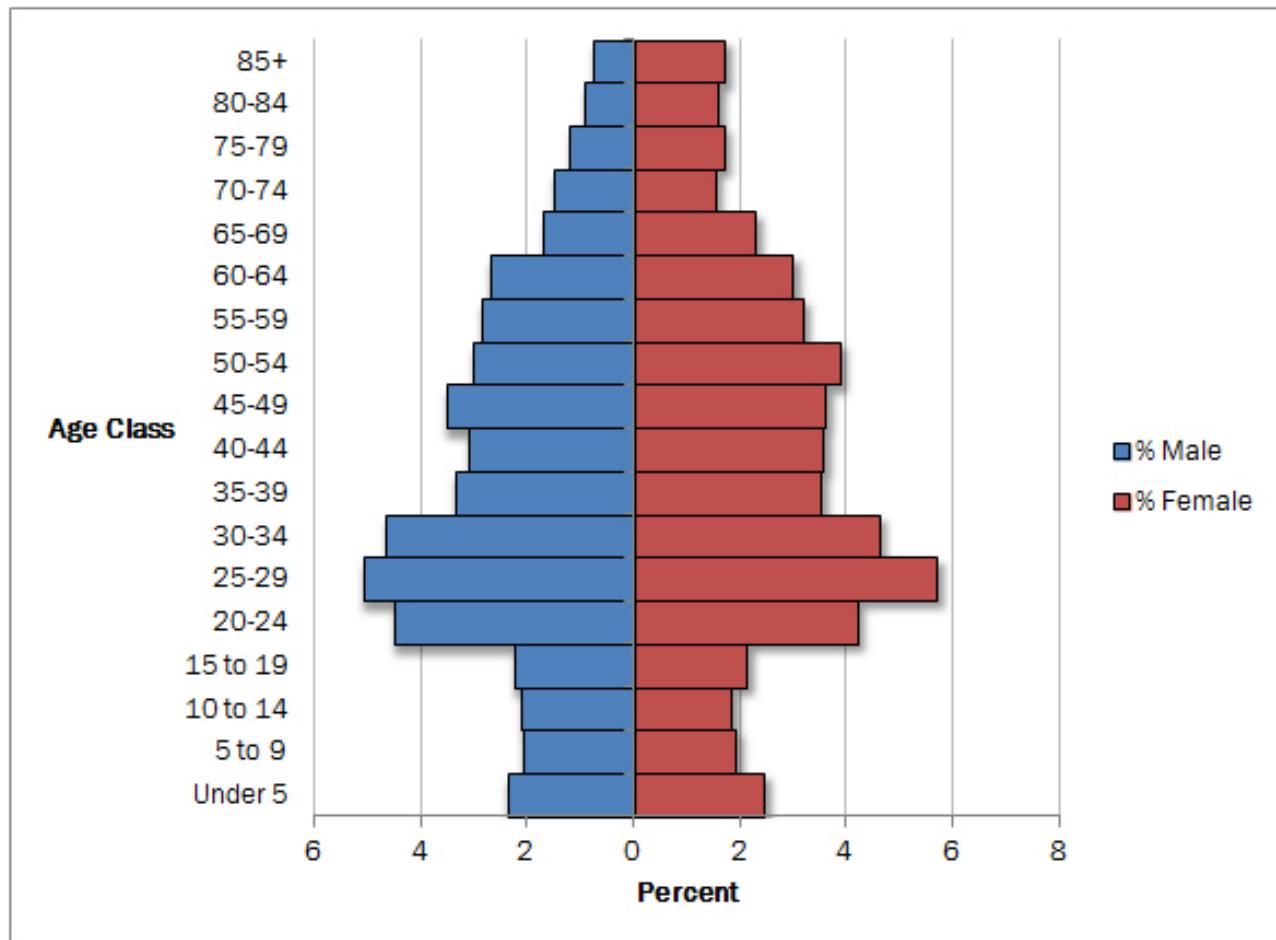
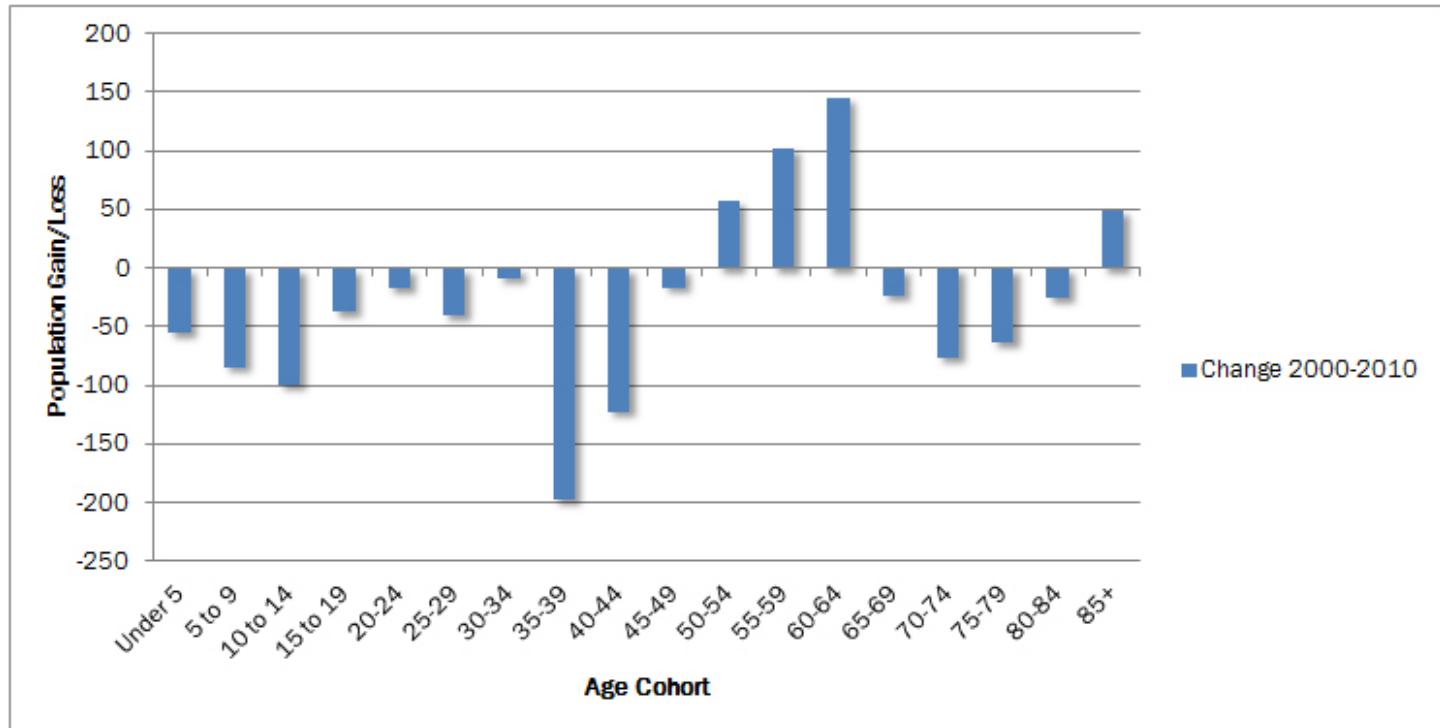


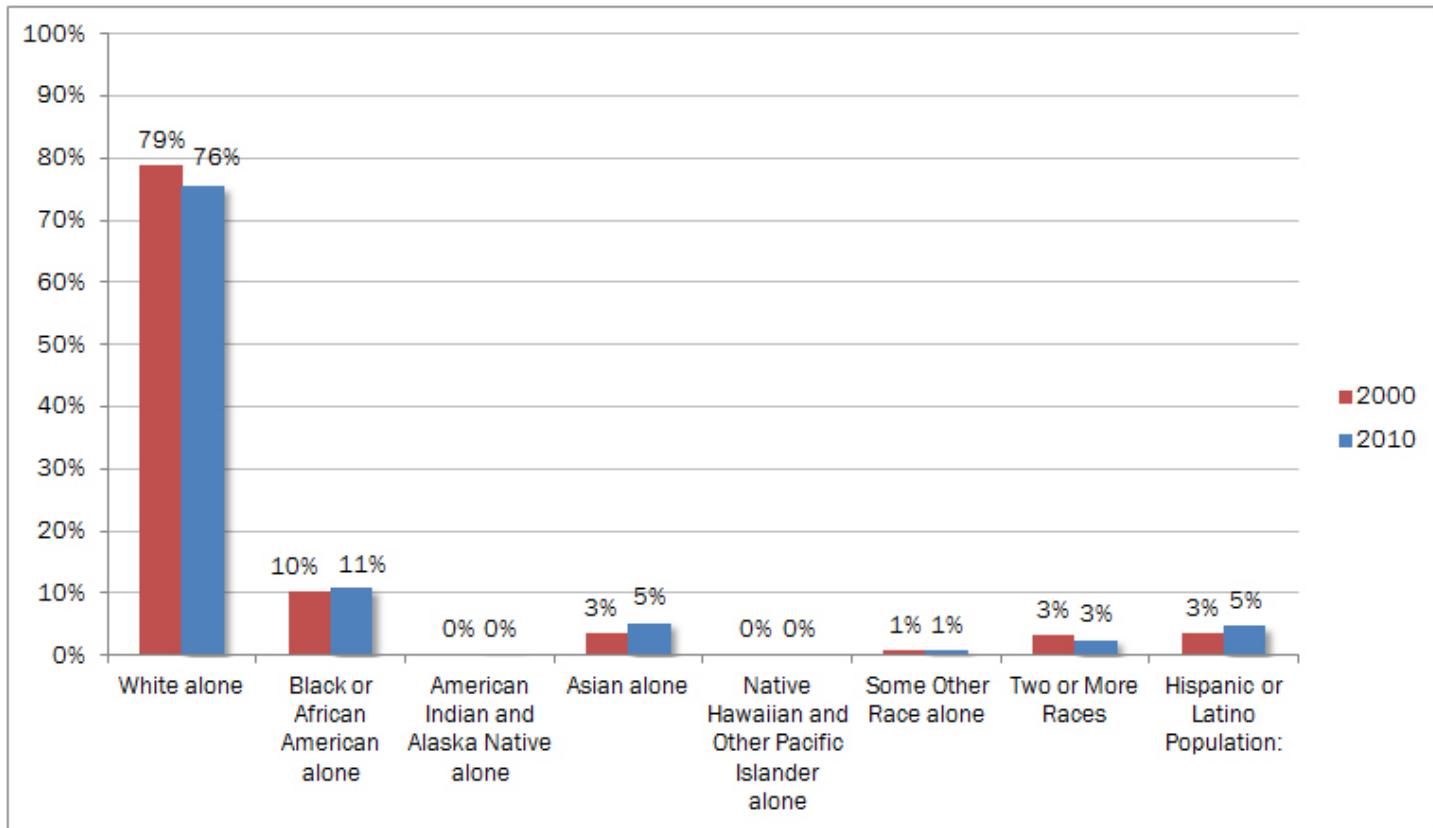
Figure 2.3: Population by Age: Change 2000-2010, Census 2000 and 2010



Race and Ethnicity

Within the half-mile area, 76% of the population is Non-Hispanic White, 11% is Non-Hispanic Black or African American, 5% is Asian, and a little more than 5% is Hispanic/Latino of any race. Since 2000, Black/African American, Asian and Hispanic/Latino residents have increased as a share of the population showing that the area has become more diverse over the last ten years. A comparison of race and ethnicity between 2000 and 2010 is shown in Figure 2.4.

Figure 2.4: Race and Ethnicity, Census 2000 and 2010



Housing Tenure and Composition

There are approximately 4,300 housing units within a half-mile of the potential station, with a balance of rental and owner units. Approximately 52% are renter-occupied and 48% are owner-occupied. The share of renter and owner occupied units has remained virtually the same from 2000-2010. The mix of renter and owner units varies in different portions of the station area. Rental units tend to be concentrated around the Tufts campus, in the two senior affordable housing developments and in public housing located in Arlington. Medford has a higher percentage of owner-occupied housing within the half-mile area, especially in tracts north of the Mystic River. Of the owner-occupied units in 2010, 71% were owned with a mortgage and 29% were owned free and clear. More than 50% of homeowners over the age of 65 own their home outright. These homeowners may still have considerable expenses for insurance, taxes, maintenance, etc; but the lack of a mortgage means that they own the full value of their home as an asset for themselves or their heirs. The Census data for housing tenure is shown in Figure 2.5.

In 2010, there was an average of 2.2 persons per household, with 51% family households and 49% non-family³ (which includes single person households). The overall number of housing units has virtually remained the same

³ The Census collects information on the composition of each household and whether the household is a family or non-family household. The Census defines a family household as one that contains two or more people and the householder is related to at least one other person in the household by marriage, adoption or birth. Non-family households may contain only one person or additional persons who are not related to the householder.

between 2000 and 2010, but persons per household has dropped from 2.3 to 2.2. This corresponds to a higher percentage of residents who are living alone and a higher percentage of non-family households in the area. The percentage of non-family households increased by about 3% between 2000 and 2010, and approximately 34% (+/- 4%) of all housing units were single person households. The high number of non-family households is most likely related to the off-campus housing occupied by Tufts University students, the two senior housing complexes (Walkling Court and Capen Court), and more seniors living alone but not in the senior housing complexes. Interestingly, only 3% of non-family households had four or more people. The Census data for single family households is shown in Figure 2.6.

Figure 2.5: Housing Tenure, Census 2010

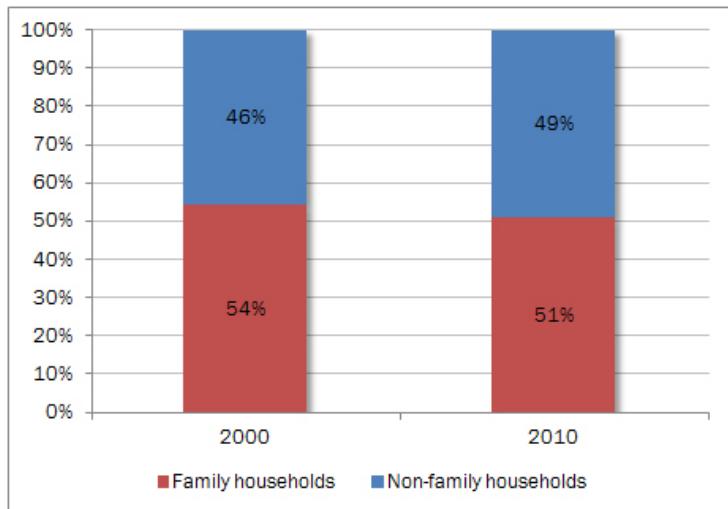
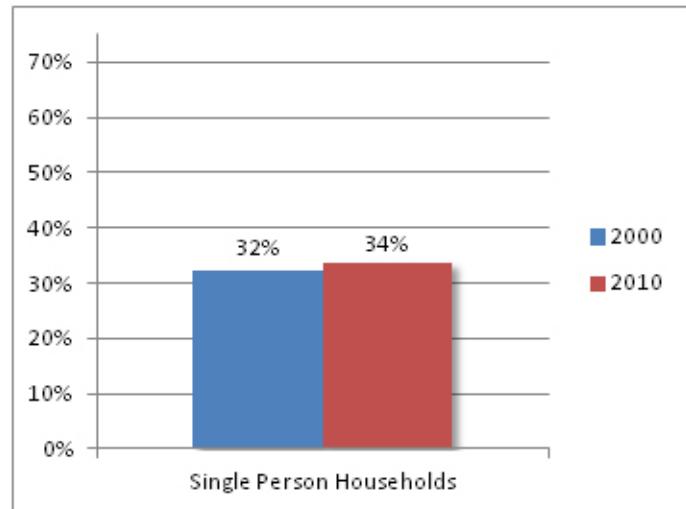


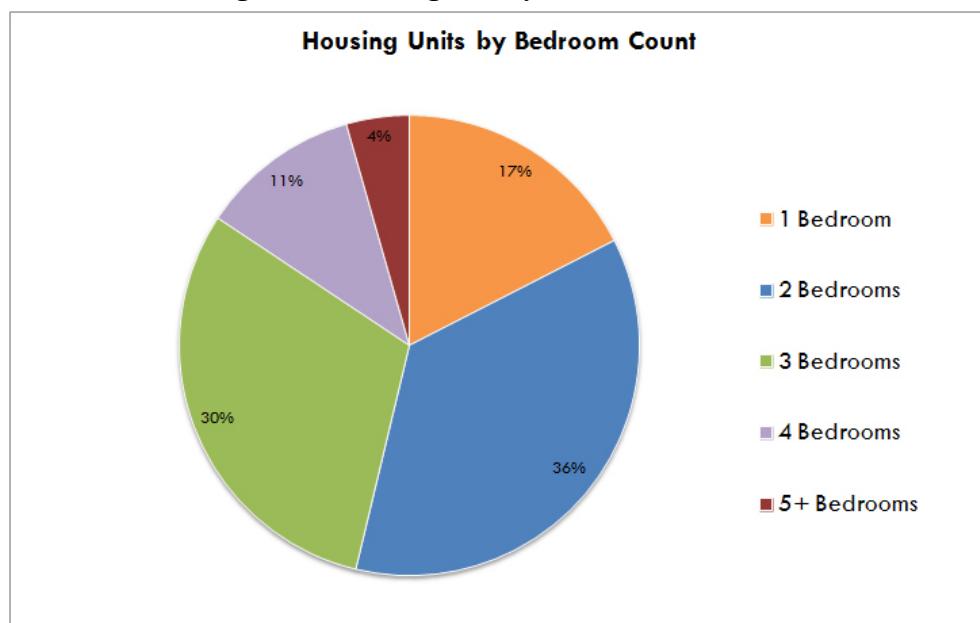
Figure 2.6: Single Person Households, Census 2010



Housing Units by Bedroom Count

Over 50% of the units in the study area tracts are one or two bedrooms, with only about 15% being 4 or more bedroom units. Not surprisingly, the largest numbers of one and two bedroom units were in tracts close to Tufts University and the larger number of three or more bedroom units were found in the more suburban tracts further from the study area where densities are much lower. The distribution of bedroom counts is consistent with the information about household size and composition: 16% of households in station area tracts have four or more people, and 15% of housing units have four or more bedrooms. A chart showing the makeup of bedroom counts in housing units can be seen in Figure 2.7.

Figure 2.7: Housing Units by Bedroom Count, ACS 05-09



Median Household Income

The weighted average median household income was \$62,000 for households within the half-mile radius⁴. The weighted average income for the half-mile radius was lower than that of the City of Medford (\$67,623) and only slightly lower than the City of Somerville (\$62,575). Median household income varied greatly among the five Census tracts in the station area ranging from a low of \$45,500 to a high of \$79,500. A map of the five Census tracts can be found in the Appendix in Figure A1.

Renter/Owner Cost Burden

A standard way of measuring housing affordability in the United States is the percent of income spent on housing expenses (rent or mortgage, utilities, insurance, and taxes). A household is considered cost burdened if it spends more than 30% of household income on housing expenses. Severe cost burden describes households that spend over 50% of household income on housing expenses.

The Census tracts making up the study area include both cost burdened renters and homeowners. Below are some statistics on renter housing cost burden:

- Approximately 44% of station area renters were cost burdened in 2005-2009, and nearly half of those renters were severely cost burdened
- Cost burdened renters over the age of 65 make up 53% of all renters over the age of 65

Residents over 65 years of age are more likely to own their home than are younger residents, but senior renters are more likely to be cost burdened than younger residents. The tract with the highest number of cost burdened renters is the one closest to Tufts University which is consistent with most housing areas near secondary education facilities. Students have little to no income to report but still have to pay for housing if living off campus.

Statistics also show cost burdened homeowners are found in the study area:

- Approximately 35% of homeowners in the station area tracts are cost burdened
- Around 32% of all homeowners in the study area are over the age of 65, and of those approximately 35% are cost burdened owners

Upon further analysis, only one tract in the study area shows both homeowners and renters over 65 years of age to be less cost burdened than homeowners under the age of 65. This tract corresponds to the neighborhood of West Medford. Homeowners in this tract tend to have housing expenses that fall under 30% of total household income. Also of interest is data regarding homeowners over the age of 65 who no longer have a mortgage on their home. Approximately 65% of those homeowners own their home free and clear. Figures 2.8 through 2.10 highlight some of the data discussed above.

⁴ In order to calculate the average median household income for the half-mile radius, a weighted average was used and based on the total number of households and household median income in each Census Tract. Weighted average is an average that assigns a weight to each quantity being averaged.

Figure 2.8: Renters with High Housing Cost Burden, ACS 05-09

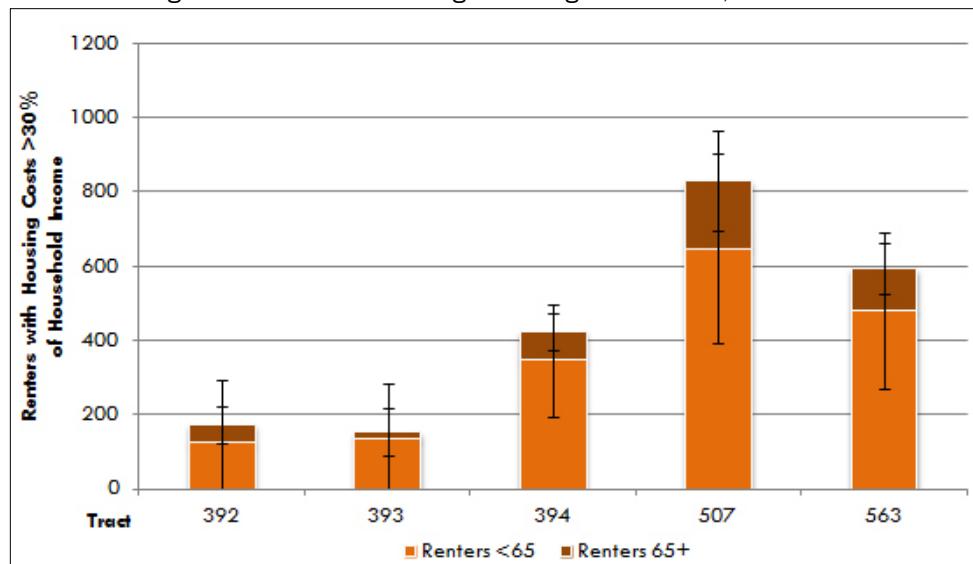


Figure 2.9: Homeowners with High Housing Cost Burden, ACS 05-09

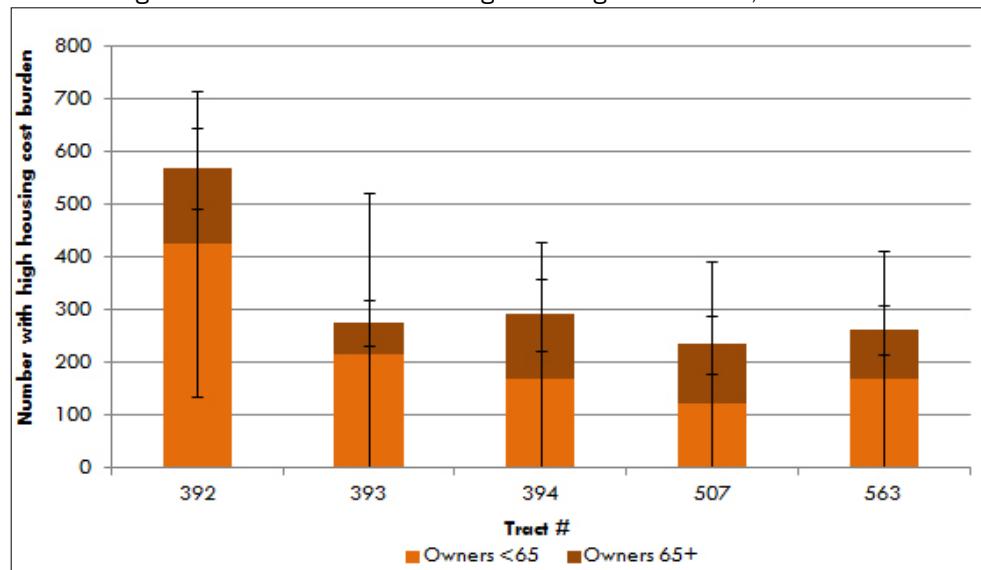
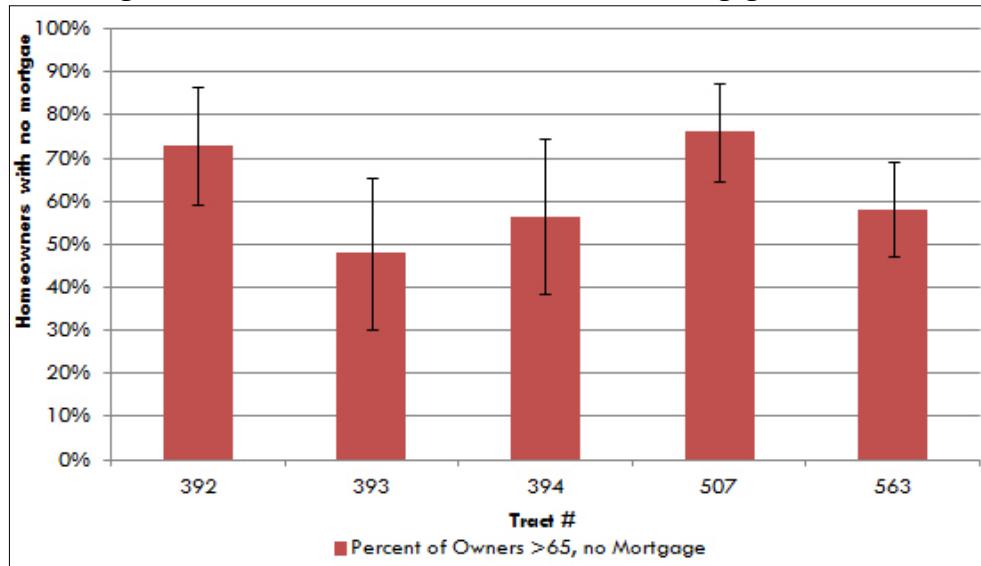


Figure 2.10: Percent of Homeowners 65+ with no Mortgage, ACS 05-09



*Error bars represent 90% confidence interval

Implications for Change

The demographic and economic characteristics of an area can begin to tell a story about how susceptible an area and its residents may be to changes in a neighborhood's fabric. The changes that could result from the introduction of a light rail station, such as a Green Line station at Mystic Valley Parkway, may range from the addition of housing units above existing commercial buildings to a complete redevelopment of an existing use. Investment, whether through infrastructure, new development or improved public services, has the potential to create a rise in property values and could potentially increase the cost burden on homeowners and renters. The term displacement is used when housing costs rise causing residents to move.

As part of this planning process, MAPC reviewed literature and case studies from across the United States about anti-displacement strategies and mechanisms for managing neighborhood change. A number of these studies included demographic indicators which can be used to identify which segments of the population may be more susceptible to changes in their neighborhood. Examples of these populations include:

- Elderly home owners on a fixed income that cannot afford an increase in property taxes resulting from rising property values
- Renters on a fixed income that cannot afford increased rent resulting from increases in property values and increased demand in the area
- Cost burdened homeowners spending more than 30% of their household income on housing expenses resulting from increased property taxes

One area of particular concern that MAPC heard throughout the public participation process was one of potential displacement as a result of the Green Line station opening at Mystic Valley Parkway. The following opportunities and concerns were derived from the demographic overview of the half-mile station area:

1. The balance of rental and ownership overall is close to a 50/50 split, but the mix of rental and owner units does vary throughout each Census tract. It will be important to monitor this change over time as rental housing could be converted to owner-occupied housing creating the need for more moderately priced rental housing
2. Cost burden is a concern, especially for senior renters. There is a need for more affordable senior housing now, and this need will only grow as baby boomers continue to retire
3. There are few large households (4+ person) in the station area, and almost no large non-family households. The likelihood of converting large houses to rentals for students or other non-family households beyond what already exists is unlikely
4. 65% of seniors, age 65 and over, own their home free and clear and are holding a significant financial asset for themselves or their heirs
5. One-third of all households in the area are one person. This number is likely to grow with increasing senior populations driving a need for additional affordable senior housing and smaller sized market-rate rental or for-sale units

In Chapter 5 of this report, specific anti-displacement strategies are discussed as ways of managing any potential neighborhood change that could come from constructing a station at Mystic Valley Parkway.

Land Use and Zoning

This section describes the existing land use characteristics and current zoning regulations controlling land use and development in the half-mile study area. Property within the half-mile radius would experience most benefits and potential impacts from a Green Line station. The study area is divided in half north to south by the Mystic River, and east to west by the MBTA's Commuter Rail Lowell Line. Of the land within the study area in Medford and Somerville, approximately 84% is within Medford and 15% is within Somerville. The potential station is proposed to be located at the existing U-Haul facility at 600 Mystic Valley Parkway in Somerville. This site is within 250 feet of the Medford/Somerville city boundary line.

Synopsis of Development History

Medford, Somerville and Arlington were all settled prior to the American Revolution: Medford was settled as part of a private land grant in 1630 and was designated a city in 1892. Somerville, originally settled as part of Charlestown in 1630, was established as a separate Town in 1842 and a City in 1872. Arlington was originally settled in 1635 as the village of Menotomy, taking the name Arlington in 1867.

Railroads have been important to the development of these communities since the Boston & Lowell Railroad established stations in Somerville and Medford in 1835. By the 1840's, commuter service was instituted. Expanded passenger service provided the opportunity for wealthier residents to move to the area and commute to jobs in Boston, a mere 5.5 miles from West Medford by rail. The expanded service included train stations at Somerville, Tufts College and Medford Hillside in addition to West Medford, where the Lowell Branch of the MBTA commuter rail stops today.



West Medford Commuter Rail Station

By 1860, stores, banks and hotels clustered around the railroad and provided services for the residents of the new housing developed within walking distance of the train stations. Electric streetcar service began in the 1890's, replacing horse car service on some routes, and denser housing development "filled in" vacant land. By the time the automobile was widely available, the land use pattern in these communities was well established, and featured small commercial or village centers surrounded by moderately dense housing, usually two and three family dwellings. Many, but not all of the streetcar routes in this area were replaced with bus routes that still service the area today.

The historic evolution of transportation has shaped the land use patterns that are in existence today. If the Green Line is extended to Mystic Valley Parkway, accelerated changes to this pattern may occur.

Existing Land Use

The predominate land use within the study area is residential, with two and three family dwellings south of the Mystic River in Medford and Somerville, and single family residential dwellings north of the River in Medford. Business uses prevail at West Medford Square, at the Winthrop Street /Boston Avenue intersection and at the Whole Foods supermarket site. The U-Haul business is an industrial use, and the property from 200 Boston Avenue to North Street is zoned for Industrial Use, but is in fact used for offices, lab space and other commercial land uses.

One of the most distinguishing characteristics in the study area is a natural feature: the Mystic River. The River serves as the boundary between Medford and Arlington, and is partially the boundary between Medford and Somerville. The Alewife Brook, a tributary of the Mystic River, is the boundary between Arlington and Somerville. The Massachusetts Department of Conservation and Recreation has designated parkland reservations on both sides of the Mystic River and on the eastern side of Alewife Brook Parkway.

Medford Land Use

The West Medford Commuter Rail Station is located in the northern portion of the study area, adjacent to the tracks and High Street (Route 60) and anchors West Medford Square. South of the station, the land is primarily developed as one and two family dwellings. North and south of the commuter rail line and along High Street is a cluster of retail/business uses that comprise West Medford Square. There are also some institutional uses, such as St. Raphael's Church and the West Medford Congregational Church. The businesses in the area are described in detail in Appendix 1 Table A6.

Continuing clockwise from West Medford Square, with a northern limit for the half-mile study area at Vernon Street and an eastern boundary of Essex Street, the land uses are detached single family homes and a few neighborhood parks in the area bounded on the south by the Alewife Brook Parkway.

Crossing the Mystic River, with the study area boundary generally following Winthrop Street to the municipal boundary with Somerville, one and two family homes predominate. Walkling Court, a 144 unit Medford Housing Authority senior housing development is adjacent to the Whole Foods supermarket site and across the commuter rail tracks from the office space/parking garage at 200 Boston Avenue. Other office uses adjacent to 200 Boston Avenue include the Elizabeth Grady Company office building.

At the southern edge of the study area, the shopping area at Winthrop Street and Boston Avenue south of the commuter rail tracks is the Hillside neighborhood shopping district. Retail/service uses include a convenience store, laundry, nail salon, bank, and hardware store. A complete listing of these businesses can be found in Appendix 1 Table A7.

Somerville Land Use

The land uses in the Somerville portion of the study area are predominantly residential, and are similar to those in Medford. The Medford/Somerville city boundary bisects the Whole Foods site and the free-standing liquor store on the lot.

On the south side of the commuter rail tracks, the block running from Mystic Valley Parkway to the municipal boundary includes three different land uses. The first is the existing U-Haul rental and self storage facility classified as an industrial land use. Adjacent to this property to the east is an office building at 196 Boston Avenue. At the intersection with Mystic Valley Parkway and Boston Avenue is a gasoline station, classified as a commercial use.

The blocks south of Boston Avenue are predominantly residential and include Capen Court, a 99 unit assisted living facility managed by the Visiting Nurses Association of Somerville and a 95 unit affordable housing development managed by the Somerville Housing Authority. It is interesting to note that facilities designated to serve senior citizens are located in both Somerville and Medford, within $\frac{1}{2}$ mile of the proposed station. Other commercial land uses in Somerville include the corner lots of Alewife Brook Parkway, north and south of Gordon Street and north of High Street.

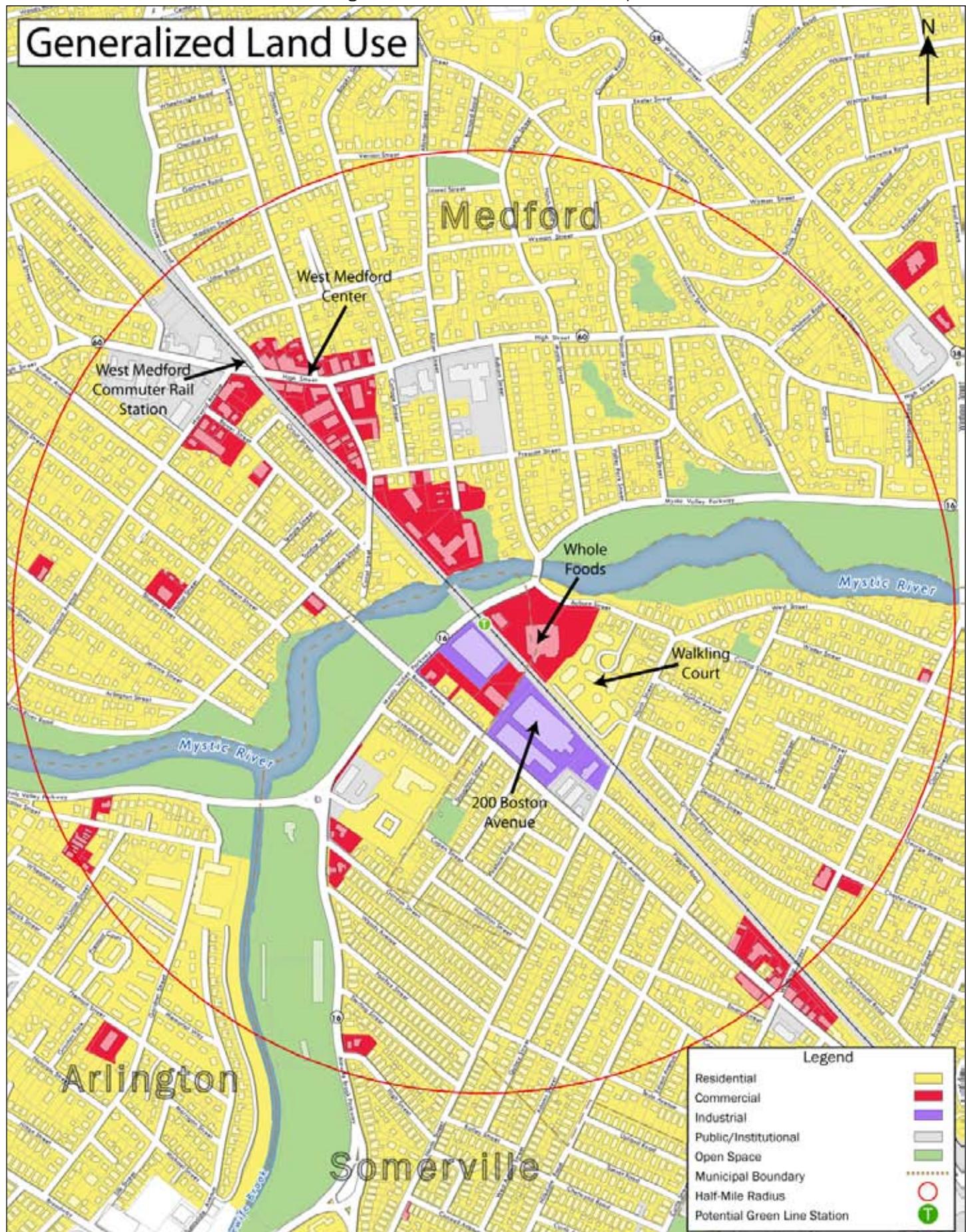
A generalized land use map was developed based on information in the two cities' land use maps and data available from the Massachusetts Geographic Information Systems office (MassGIS). Table 2.1 shows the percentage of land under each land use category for Medford and Somerville within the half-mile study area. Figure 2.11 shows the generalized land use in and around the study area.

Table 2.1: Land Use Summary within Study Area (Medford and Somerville)

Land Use	Medford	Somerville	Total
Residential	79.3%	37.2%	72.8%
Commercial	6%	6.2%	6%
Industrial	1.3%	2.4%	1.5%
Public/Institutional	5.4%	5.4%	7.9%
Open Space	8%	32.7%	11.8%

*Source: MassGIS, City of Somerville, City of Medford

Figure 2.11: Generalized Land Use Map



Existing Zoning

Zoning is the legal framework that regulates land use. Medford and Somerville have adopted zoning ordinances to control how development occurs. The ordinances regulate uses, building or structure dimensions such as building setbacks and height, and required parking. Zoning laws enable a community to confirm and support existing land uses, and to promote desired future land uses and development patterns.

This section summarizes uses, parking and height. These are key elements to consider in implementing the vision for the station area. It is necessary to know what the current regulations allow in order to assess if the recommended vision can be accomplished within the existing zoning. If not, it may be necessary to implement changes to the zoning.

Allowed uses are land uses that are permitted or permissible in a particular zoning district. If all other zoning requirements are met (parking, height limits, etc.) no additional approvals, other than approval of the building permit, is required. By contrast, a Special Permit use requires review and approval by either the Medford City Council or the Medford Board of Appeals, or in Somerville the Zoning Board of Appeals or the Planning Board. These uses may be subject to conditions, or the Council/Board may determine the use is not appropriate for a specific location. Tables with the zoning and uses allowed can be found in Appendix 1 Tables A1 and A2.

Medford

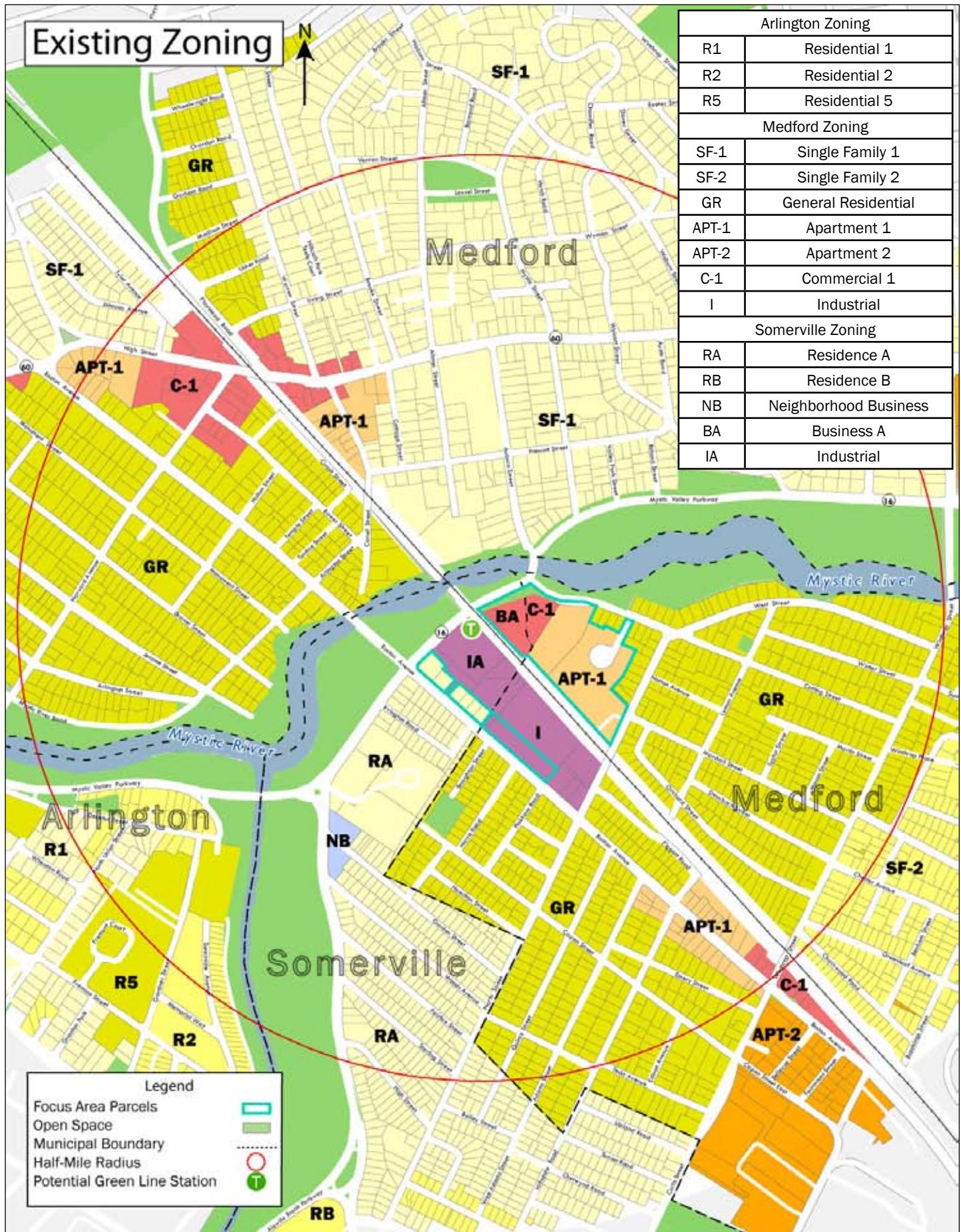
The zoning in Medford is generally consistent with the existing land use pattern. For example, West Medford Square is zoned Commercial 1 with a few blocks east and west of the Square zoned Apartment 1. Outside of this area, parcels south of the commuter rail tracks are zoned General Residence, and comprised of detached two and three family houses. The area north of the tracks is zoned Single Family 1, the most restrictive zoning in Medford.

The majority of the area south of the Mystic River is zoned General Residence, with Walkling Court zoned Apartment 1 and a small area east also zoned Apartment 1. The shopping area is zoned Commercial 1, as is the Medford portion of the Whole Foods site. The block between the Medford/Somerville municipal boundary and North Street, including 200 Boston Avenue and the Elizabeth Grady offices is zoned Industrial. This zoning does not match the current land uses, which are primarily office/commercial.

Somerville

The land within a half-mile of the proposed station in the City of Somerville is comprised of five zoning districts. Starting from the northern edge of the study area in Somerville, the zoning is Business A. Moving south, there is a small Industrial A zone and then the land is zoned Residence A. The majority of the land is within the Residence A District. The zoning reflects the actual land use, with the exception of the NB district, which anticipates a business use for this area. Land adjacent to the Mystic River is zoned Open Space.

Figure 2.12: Existing Zoning Map



Existing Off-Street Parking Requirements

The overdevelopment of surface parking can have negative impacts on the aesthetics, functionality and environment of an area. Too much parking can lead to:

- Increased housing costs if spaces are rented or paid for upfront
- Increased traffic congestion by making parking readily accessible to drivers
- Reduced open space on development parcels
- Additional surface runoff which can carry pollutants to local bodies of water

Medford requires two spaces per dwelling unit for residential development, the type of requirement consistent with a suburban-type development pattern where public transportation choices are limited. In those areas served by bus routes, particularly for two and three family homes, the two spaces per unit required may be above what is needed. There is a provision that allows for fewer parking spaces for multiple dwellings under six stories by grant of a special permit by the Board of Appeals {Sec. 94-191(b)(1)}. In addition, for the Mixed-Use District near the Wellington MBTA Orange Line station, a reduced amount of parking is required because of the proximity of the Station Landing development to Wellington Station. It is reasonable to expect that Medford would review its parking requirements and possibly reduce them for developments adjacent to the potential Green Line station. Tables A3 and A4 in Appendix 1 show the parking requirements by zoning category within the study area.

Height Limits

The heights listed for both Medford and Somerville in similarly zoned districts are nearly identical to each other which make building heights on parcels abutting municipal lines consistent. This policy can also be carried forward into future planning for the study area on parcels adjacent to the potential Green Line station. An important note on height in Medford is that no structure within 100 feet of the boundary of an SF-1, SF-2, GR, or APT-1 district shall exceed four stories, or 50 feet in height.

Within Somerville, where a lot abuts an RA, RB or RC zoning district line, any structure (or portion of a structure) within 30 feet of said district line shall be limited to three stories and 40 feet in height. This also includes a provision for setbacks for rooftop installations including elevators, stairwell penthouses and roof-mounted mechanical equipment. Within the Neighborhood Business district (NB) 4 stories up to 42 feet is allowed for buildings where all four stories are residential or where the first floor is commercial/business use and the top three floors are residential. For buildings which are two or more stories of commercial business use, the maximum height limit shall be three stories and 40 feet. Finally, a minimum setback of five feet from the front lot line for the top story is required if the building is above 40 ft. in height in NB districts. Table A5 in Appendix 1 compares the height limits by zone in Medford and Somerville.

Economic Development

The study area is primarily residential with a small, but healthy and diverse concentration of office and retail uses. While the retail component can be characterized as primarily neighborhood retail, the office component focused in and around the 200 Boston Avenue site features an established and thriving cluster of biotech and business services companies. These companies play an important role in bringing non-locally derived revenue into the community, a portion of which can be captured by the local retail and service businesses. A map of commercial centers within and around the study area is shown in Figure 2.13.

The following section focuses on the half-mile study area and looks at the existing economic activity, considering in detail the primarily neighborhood retail and non-local office segments separately.

Retail Market

Retail in the vicinity of the potential Green Line station is generally concentrated in a handful of existing village

centers or small strips along Boston Avenue. The most prominent nearby retail concentrations are located in West Medford Square and Medford Square. These centers appear to primarily serve the local neighborhoods with perhaps a greater balance of service businesses. Medford Square serves a more city-wide market, anchored by Medford City Hall. Boston Avenue south of Mystic Valley Parkway has a scattering of commercial businesses with a small concentration near the intersection with Winthrop Street adjacent to the Tufts campus. A review of the mercantile inventory of the two closest retail areas, summarized in Tables 2.2 and 2.3, provides a sense of the character and concentration of each area.

Table 2.2: Inventory for West Medford Square

Retail Shops	Restaurants	Services
10	8	36

**A full listing of businesses by name is shown in Appendix 1*

Table 2.3: Inventory for Boston Avenue and Winthrop Street

Retail Shops	Restaurants	Services
6	10	10

**A full listing of businesses by name is shown in Appendix 1*

With attractive buildings expressing historic character and pedestrian-friendly streetscapes, West Medford Square supports a few higher value retail spaces that are destination businesses serving a larger market area which include: a custom jeweler, stained glass studio and restaurants. The attractiveness of buildings in this area lends itself to sustaining a destination retail area, where customers might travel from other parts of the region to visit and shop. However, the majority of retail, restaurant and service businesses in West Medford Square are local, neighborhood serving establishments whose competitive edge is their immediate proximity to a customer base and their capacity to attract pass-through traffic that might be generated by nearby roadways and the commuter rail station.

The small retail cluster on Boston Avenue near the Tufts campus is almost entirely devoted to serving the student-customer base of the University. The area is dominated by inexpensive fast food and other services. Student customers may not be sufficient to support higher value retail investment in this location, as evidenced by the recent announcement of Boloco closing their location due to an inability to sufficiently cover operating costs. It is interesting to note that national chain fast food outlets are not a significant part of this local business ecosystem. In Davis Square, spending by the large local student population seems to support a more vibrant and fully occupied commercial environment. This existing condition, coupled with direct access to the Red Line, creates a very compelling business environment. Absent the Green Line drawing students to the Boston Avenue side of the campus, there is not likely to be a sufficient or appropriate customer base to support higher value investment in this small retail area.

Based on the number of businesses and levels of employment, a comparison of the relative strength of West Medford Square and Boston Avenue at Winthrop Street demonstrates that West Medford Square is currently the stronger and larger retail district in this area. Tables 2.4 and 2.5 show this comparison.

Table 2.4: Mercantile Composition for West Medford Square

Total Establishments	Total Employees	Establishments with 20+ Employees
52	233	2

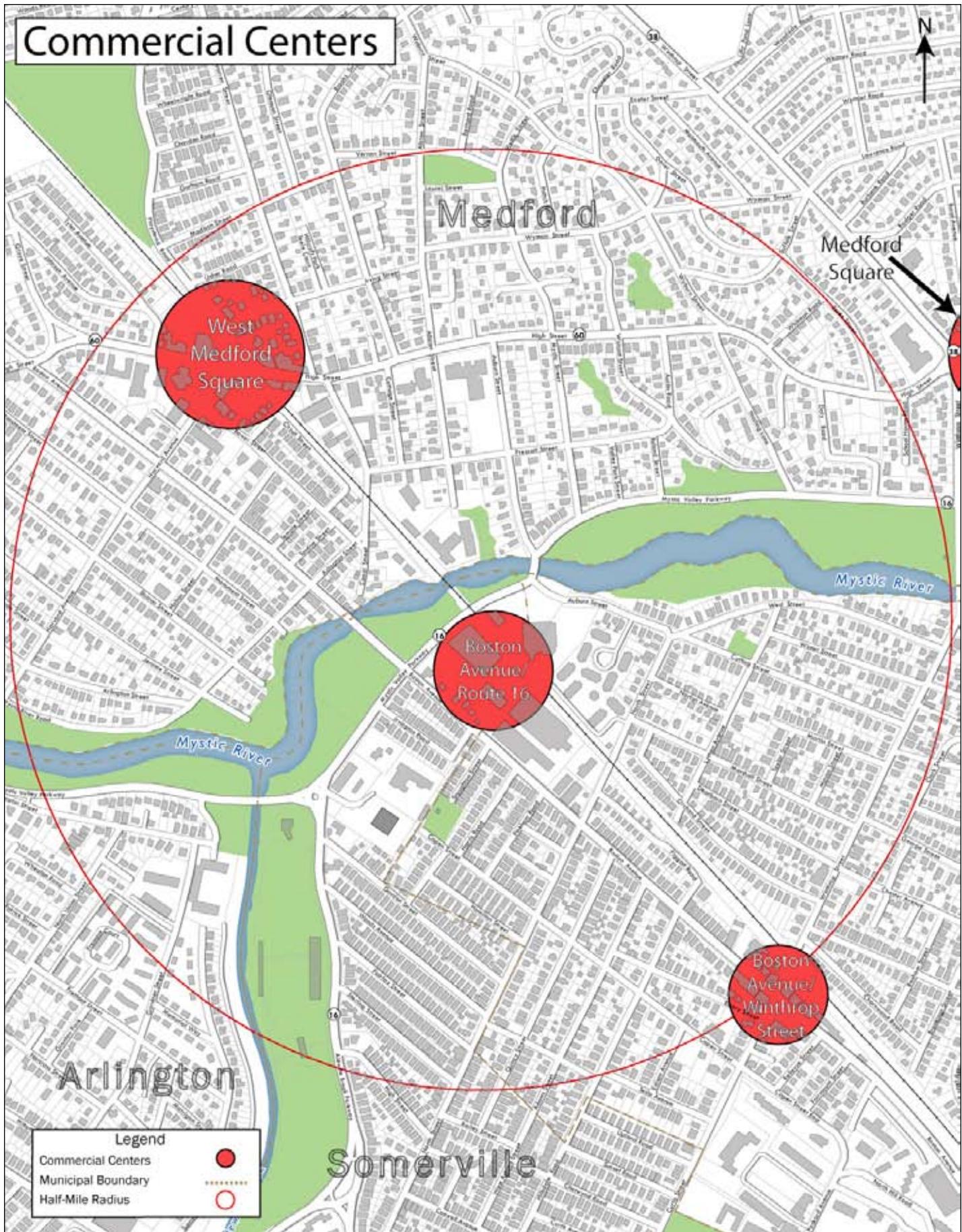
** A complete listing of establishments and compositions is shown in Appendix 1*

Table 2.5: Mercantile Composition for Boston Avenue and Winthrop Street

Total Establishments	Total Employees	Establishments with 20+ Employees
26	129	1

** A complete listing of establishments and compositions is shown in Appendix 1*

Figure 2.13: Commercial Center Locations Map



Potential retail development in the identified study area will most successfully develop as an extension and a complement of the existing retail ecosystem in West Medford Square, rather than a dramatic expansion of the student-customer based retail available on Boston Avenue. The area immediately adjacent to the potential station is farther from the campus and would be focused on neighborhood-serving retail and services, anchored by the Whole Foods Market. This is not to say students will not play a role in the success of new retail in the area, but they will not be the primary source of spending support.

Within the study area, the existing retail market draws upon the support of approximately 4,300 households, with an average household income of \$77,303⁵. According to the U.S. Department of Labor, Bureau of Labor Statistics 2009 Consumer Expenditure Survey, U.S. households spent approximately 13.3% of household income on General Merchandise, Apparel and Accessories, Furniture and Other Sales (GAFO) goods, 10.9% on convenience goods/services, and 6.2% on eating and drinking places. Year to year, these estimated spending levels have held generally constant and are universally accepted as a standard. Estimated total spending in each of these categories by residents of the study area is included in Table 2.6.

Table 2.6: Spending on Goods and Services in Study Area

Category	Percent of HH Income	Study Area Resident Spending
GAFO – “Comparison goods” such as apparel, furniture, general merchandise, sporting goods, etc	13.3%	\$42,338,680
Convenience – groceries, prescription drugs, health and beauty, laundry, household cleaning products, etc	10.9%	\$34,698,617
Eating & Drinking – Places to purchase meals and alcoholic beverages consumed outside the home.	6.2%	\$19,736,828
Total		\$96,774,127

By this mode, residents spend a total of \$96,774,127 per year on goods and services. However, the entirety of this amount is not spent solely within the study area. Given the relatively small size of the study area and the presence of a much larger neighborhood shopping district at Medford Square, critical assumptions were made as to the amount of resident spending within the study area. The typical market area for convenience retail is closer to 1.5 miles in which residents generally spend 50% of their total convenience spending. Given the half mile study area, which is one-third the size of the typical market area, 15% represents one third of that 50%. Thus, while study area residents are estimated to spend just under \$35 million annually on convenience goods, only 15% of this amount is expected to be spent in the study area. Similarly, eating and drinking places have closer to a five mile market area, which equates to a 5% spending estimate for the study area.

Absent firm numbers regarding sales totals within the study area, estimates based on spending and area populations provided the percentage of total sales and therefore total spending of residents within the study area. From that number MAPC could then estimate total spending of non-residents in the study area by estimating the percentage of total spending in the category attributable to residents with the remaining being non-resident spending. Again, the small size of the study area and the nature of the businesses represented factored into these estimates – so that, if resident spending is 30% of total convenience spending than non-resident spending is 70% of the total. Staff reviewed the list of businesses, the size and nature of the study area, and other factors in order to create this estimate. From these two estimates, total spending within the study area can be projected. These calculations are shown in Table 2.7.

⁵ The average household income figure was used for this analysis instead of median household income to remain consistent with industry practices.

Given the very small amount of GAFO merchandise retail in the study area, this type of spending was considered to be minimal and was excluded from further consideration. Significant numbers of GAFO type stores tend to concentrate in larger shopping districts and malls and are rarely found in small neighborhood-serving retail locations.

Table 2.7: Study Area Market Capture

Category	Resident's Spending in this Category in the Study Area		% of Total Spending in this Category in the Study Area Made up of Resident's Spending	Total Spending in Study Area by Residents and Non-Residents
GAFO	0%	\$0	N/A	
Convenience	15%	\$5,204,792	30%	\$17,349,308
Eating & Drinking	5%	\$986,841	15%	\$6,578,942
Total		\$6,191,634		\$23,928,251

The final step in assessing the existing retail market within the study area is to convert the estimated spending numbers into square feet of retail space. This conversion is done using estimates of sales productivity per square foot necessary to support retail space development at different investment levels by retail category. Tables 2.8 and 2.9 illustrate this conversion and present estimated supportable retail.

Table 2.8: Estimated Supportable Retail

Sales Productivity/Square Foot, Convenience		Study Area Spending	Square Feet
Low Investment Grade	\$175	\$17,349,308	99,139
Investment Grade	\$225	\$17,349,308	77,108
High Investment Grade	\$250	\$17,349,308	69,397
Sales Productivity/Square Foot, Eating & Drinking		Study Area Spending	Square Feet
Low Investment Grade	\$200	\$6,578,942	32,895
Investment Grade	\$250	\$6,578,942	26,316
High Investment Grade	\$325	\$6,578,942	20,243

For this study area, it was determined that the investment grade level for the convenience category and the higher investment grade for eating and drinking places were most accurate.

Table 2.9: Sales Productivity per Square Foot (total)

Retail Category	Grade	Supportable Square Feet
Convenience	Investment Grade	77,108
Eating & Drinking	High Grade	20,243
Total		97,351
Existing		82,056
Remainder		15,295

Based on this analysis of the local retail market within the study area, MAPC estimates there is the potential for approximately 15,000 additional square feet of retail space in the convenience or eating and drinking places categories under existing conditions, assuming appropriate and desirable space was available for retail development or redevelopment.

Looking toward the future, MAPC estimates that an additional 117 new households occupying market rate apartments and 55 new senior households occupying affordable housing units are possible. The additional spending power of these units generates sufficient demand to support another roughly 4,000 square feet of retail space, for a total of 19,000 square feet⁶.

Office Market

Within the study area there is an interesting and promising office/R&D market, which includes the complex of buildings located at 196 and 200 Boston Avenue. This particular site has been able to carve out a niche for itself in the regional office/R&D market that takes advantage of lower cost space, high quality services, and proximity to Cambridge and Tufts. It offers a viable alternative to larger office/R&D markets in Boston's Innovation District, Kendall Square and other parts of Cambridge. The vibrancy of this well-leased business complex demonstrates its success in capitalizing on its location to maintain low vacancy rates and even anticipate market support for a 30,000 square foot expansion which began in September 2011. An analysis of the business types operating out of this space is shown in Table 2.10.

Of the total employment within the study area, the technology, healthcare, education, and biotech categories represent the strongest assets. Biotech is especially interesting. Traditionally associated with Kendall Square, its concentration in this location demonstrates the ability of this site to act as a low cost alternative to the more expensive space in Kendall. Biotech that does not require proximity to MIT or Harvard has the option to locate in less expensive office and lab space, such as we see at 196 and 200 Boston Avenue. The proximity to Tufts is also an important factor, both for the ability of this institution to directly lease office space as well as spin-off businesses from research activities occurring on campus.

Table 2.10: 196 & 200 Boston Avenue Mercantile Compositions, 2011

Business Type	Total Establishments	Total Employees	Establishments with 20+ Employees
Computer & Software Stores	3	72	1
Healthcare	8	60	2
Biotech	8	43	1
Fitness Centers	2	36	1
Business Consulting	5	32	
Engineering Services	1	20	1
Accountants & Tax Services	2	12	
Office Supplies	2	6	
Law Offices	1	6	
Specialty Food Store	1	5	
Beauty Salon	1	4	
Wireless Telecom	1	3	
Real Estate Office	1	3	
Business Association	1	3	
Total	37	305	6

⁶ An explanation of future spending power and supportable retail is provided in Appendix 1.

The concentration of healthcare businesses within the study area reflects a combination of medical practitioner offices serving the local population, and more specialized businesses serving a larger professional services role to the regional healthcare industry.

General business services make up the other large category, with business consulting leading in the number of jobs represented. These business categories are being priced out of the Cambridge and Boston commercial and office rental markets, and should continue to provide potential tenants for office space in the study area.

There may be some benefit to the small office niche in the area from the potential Green Line station, although this idea must be considered in the context of significant office space development occurring or predicted to occur in Boston, Cambridge and Somerville, and with awareness that the commercial neighborhood is already served by MBTA bus transportation. Significant expansion of office and lab space is proposed in Kendall Square and will most certainly be proposed for the new Boston Innovation District and North Point in Cambridge. Somerville will likely be looking to position itself as a lower cost Cambridge alternative for office space in conjunction with the extension of the Green Line within the city. As anticipated job growth is realized and new office development occurs within the general vicinity of Kendall Square, office space in this area will do well if the space continues to be high quality and lower cost. Expansion of office space here can be expected, but it will occur over a longer period of time as office development keeps pace with market demand. While the area may see additional office and commercial redevelopment, it is likely to be modest in size.

While rental fees are a significant determining factor for businesses regarding location or relocation, the private sector will also consider the nature and character of the (in this instance) urban fabric that surrounds the office space in question. Important location factors include proximity to other offices, particularly in related industry clusters, the presence of a vibrant and safe streetscape and the quality and relevance of public amenities. Regionally, downtown Boston and Kendall Square command some of the highest rental fees, nearly twice those of suburban office space. High occupancy levels in these more costly areas spotlight the desirability of that office space, indicating that the urban amenities found within these locations are a positive factor for businesses choosing office space. Access to convenient and reliable light rail transit is one of these amenities. To the extent that the potential Green Line station can serve as a catalyst for carefully planned redevelopment, this already desirable site stands to benefit.

Existing Jobs

There are an estimated 1,227⁷ jobs within the half-mile study area. There is no single major employer within the area, rather a range of businesses employing anywhere from one to 60 people. Only 13 of the businesses in the study area employ more than 20 people and these employers range from taxi companies to restaurants to professional business or engineering services companies. The study area does not take into account the most significant employer within close proximity the area, Tufts University. While they are on the edge of the study area, the University does create demand and support for small businesses and offices within a close proximity.

Transportation

The existing transportation network connecting the station area to the surrounding neighborhoods and communities serves critical connections for moving people by multiple modes of transportation. The area's proximity to major employment centers in Boston and Cambridge, as well as Interstate 93 and Route 2 creates a need for strong transportation connectivity. Many existing roadways in the area are at or nearing their capacity and transit connections are limited to MBTA bus routes with hourly headways. This chapter will review the existing transportation network and provide background information on automobile, transit, bicycle, and pedestrian travel.

⁷ MAPC analysis of InfoGroup Inc. data, 2011

Automobile Travel

The proposed station area is well connected to a number of major regional roadways which provide access to adjacent municipalities and regional employment centers. Intersections and major roadways connecting the station area to the surrounding communities experience congestion during the morning and evening peak travel hours, in particular Route 16/Mystic Valley Parkway. Route 16 is an important connection to both I-93 to the east and Route 2 to the west, and carries an estimated 29,000⁸ vehicles per day on segments close to the proposed station area. Boston Avenue, another key roadway in the area, carries an estimated 11,000⁹ vehicles per day. Boston Avenue provides connections to Tufts University to the south and High Street/Route 60 to the north.

Level of Service

Signalized intersections in and around the proposed station area also experience congestion during the morning and evening peak travel hours. To measure congestion and operations at various intersections, a level of service (LOS) analysis was completed as part of the Draft Environmental Impact Report (DEIR) for the Green Line Extension in 2009. Level of service is measured on a scale of A to F. LOS A is indicative of an intersection that has free flowing traffic and experiences little to no congestion, while LOS F represents an intersection that is congested and experiences significant delay. In reality, LOS D is generally acceptable in most urban environments.

The level of service analysis completed in the DEIR indicates that the two major intersections in the study area along Mystic Valley Parkway (Boston Avenue and Winthrop Street) are experiencing heavy congestion and delay during peak travel hours. The signalized intersections along Mystic Valley Parkway are operating at LOS E and F, respectively. These results are not surprising when comparing the daily traffic to the capacity of these roadways and intersections. Traffic volumes along Route 16 are reaching the capacity of the roadway along many of its segments. Boston Avenue, a smaller two lane roadway, does experience some peak period congestion but these intersections are operating at or above a LOS D. Figure 2.14 shows the locations of the intersections analyzed near the proposed station at Mystic Valley Parkway.

Crash Data

According to the crash analysis completed in the DEIR, two of the intersections around the proposed Mystic Valley Parkway station area experienced an average of 10 crashes or more per year¹⁰.

- Mystic Valley Parkway at Winthrop Street
- Boston Avenue at Winthrop Street

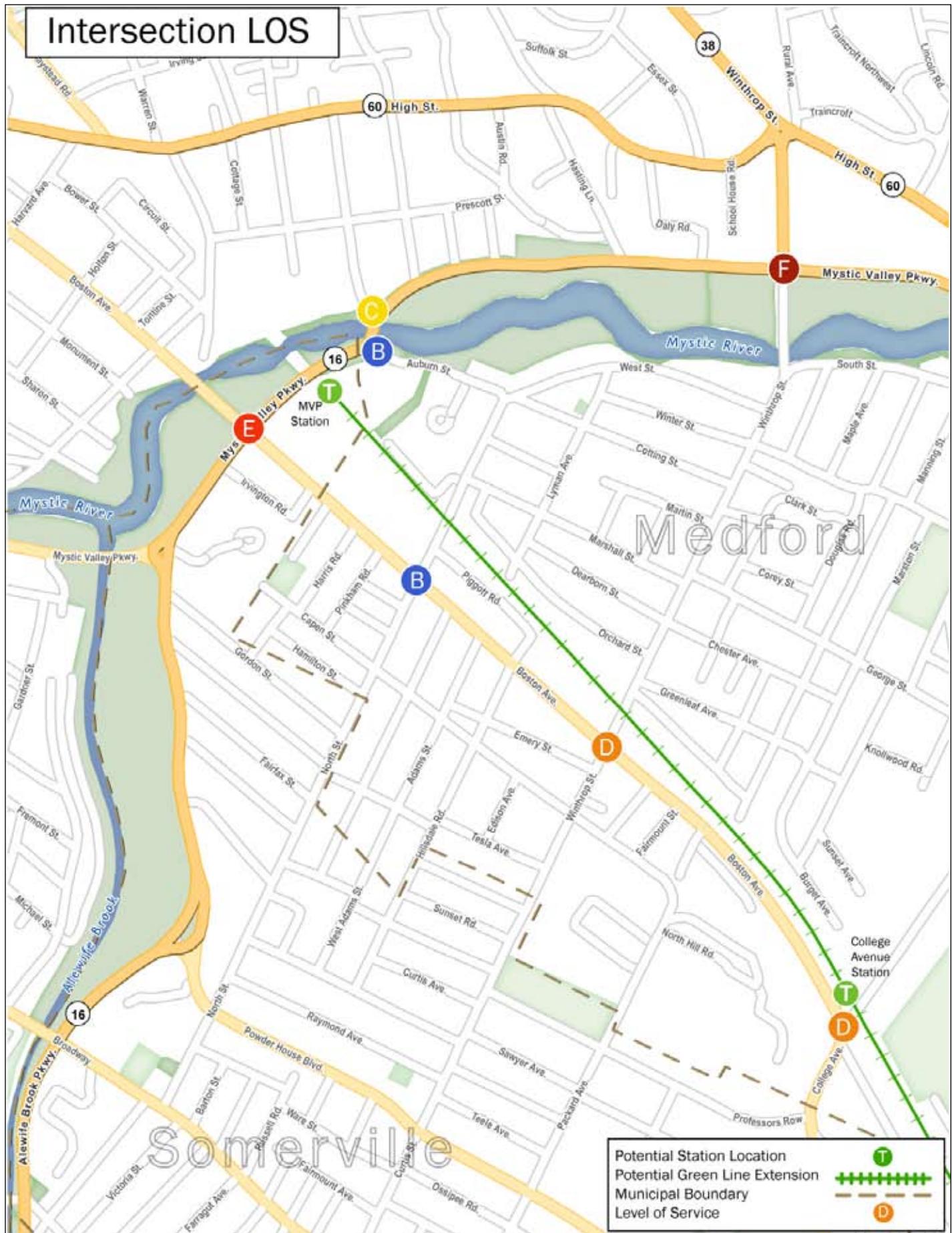
Since the MassDOT Highway Division switched to a reporting system which only lists the top 200 crash locations, the most recent list from March 2010 did not list any of the intersections in and around the station area.

⁸ Source: Green Line Extension DEIR, MassDOT 2009

⁹ Source: Green Line Extension DEIR, MassDOT 2009

¹⁰ Source: Green Line Extension DEIR, MassDOT 2009

Figure 2.14: Intersection Level of Service



Transit

The proposed station area has three existing transit connections via the MBTA's regular bus service. The No. 80, No. 94 and No. 96 buses all traverse the study area providing transit service within at least a half-mile of the proposed station. A map of bus routes is shown in Figure 2.15.

Service and Headways

Currently, parts of both cities are not well served by rapid rail and residents rely on the MBTA bus service or travel to other rapid rail stations that might be within a reasonable proximity to their residence or job. Throughout the visioning process, people spoke highly of the bus service in the study area. The reliance on MBTA bus service creates a need for frequent headways and on-time departures. Table 2.11 shows the three MBTA bus routes which traverse the station area and their headways.

Table 2.11: MBTA Bus Route Weekday Headways

MBTA Bus Route	Weekday Headways (in minutes)			
	AM Peak Hours	AM Base Hours	PM Peak Hours	PM Base Hours
Route 80	20 Minutes	35 Minutes	20 Minutes	35 Minutes
Route 94	12/22 Minutes	48 Minutes	20 Minutes	48 Minutes
Route 96	20 Minutes	48 Minutes	20 Minutes	48 Minutes

No. 80 – Arlington Center to Lechmere Station

The local Route 80 bus connects Arlington Center to Lechmere Station utilizing a route that serves Medford Hillside, Powderhouse Square and Gilman Square. This bus links these areas to the Green Line station at Lechmere providing a connection to rapid transit to Downtown Boston and beyond. This route has an average weekday ridership of 1,872 boardings¹¹. Trip time from the study area to Lechmere is about 20 minutes during peak hours.

No. 94 – Medford Square – Davis Square Station

The local Route 94 bus connects Medford Square and Davis Square. This route provides connections to the commuter rail station in West Medford as well as the Red Line station at Davis Square. This route has an average weekday ridership of 1,336 boardings¹². Trip time from the study area to Davis Square is about 13 minutes during peak hours.

No. 96 – Medford Square – Harvard Station

The local Route 96 bus connects Medford Square and Harvard Square. This route provides connections to the commuter rail station in West Medford as well as the Red Line station at Harvard Square. The 96 also connects to Davis Square and Porter Square. This route has an average weekday ridership of 1,781 boardings¹³. Trip time from the study area to Harvard Square is about 15 minutes during peak hours.

The maximum load factor was calculated for each of the three bus routes¹⁴. The MBTA defines maximum load ratio at 140% during the peak travel periods on buses. The maximum load factor for each of the three routes is shown below¹⁵:

- Route 80 - 87%
- Route 94 - 138%
- Route 96 - 146% (**over maximum load factor**)

¹¹ MBTA Blue Book 2010

¹² MBTA Blue Book 2010

¹³ MBTA Blue Book 2010

¹⁴ Maximum load factor is the ratio of passengers to seated capacity on a transit vehicle at its maximum load for a given trip. It also includes standing room on buses

¹⁵ CTPS, Paths to a Sustainable Region, 2011

Commuter Rail

Along with MBTA bus service, the MBTA's Lowell Line commuter rail service runs through the station area connecting North Station to Lowell. The closest station to this area is in West Medford about a half-mile from the proposed Green Line station at Mystic Valley Parkway. Current service along the Lowell Line includes 26 inbound trains which stop in West Medford, and 23 outbound trains which stop in West Medford. Weekend service includes 8 inbound and 8 outbound trains. The West Medford Station generates approximately 643¹⁶ inbound boardings on weekdays. Prior to the early 1980's the Lowell Line included a station at Tufts University, but was closed due to the low number of boardings at the station and the need to reduce the travel time to Boston.

Access to Employment and Travel Time

MAPC estimated the number of workers living within a one-mile radius of the potential station to be close to 13,000. Of those 13,000 workers, approximately 4,300 have employment destinations within a half-mile of Green Line stations between Mystic Valley Parkway and Copley Square. Currently, these employees must travel by car, bus, other train line, walk, or bike to get to work. The Green Line Extension would provide a significant increase in access to jobs, as well as a decrease in travel time. For comparison purposes, MAPC estimated travel time between Mystic Valley Parkway and Park Street MBTA Station in downtown Boston using different modes of transportation. These are shown in Table 2.12.

Table 2.12: Travel Times by Mode

Travel Mode	Route	Estimated Travel Time
Driving	Route 16 to I-93 South	15-30 Minutes (Depending on traffic)
Green Line Extension	MVP Station to Park Street Station	30 Minutes
Existing Bus and Subway	Route 94 Bus to Davis Square, Red Line to Park Street	35-60 Minutes (Depending on connections and headways)

These estimated travel times do not take into account traffic, missed transit connections and changes in peak and non-peak headways. There are also significant monetary benefits to traveling on the Green Line such as the cost of a one-seat ride versus multiple transit transfers, and if you are driving the cost of gas and parking can be prohibitive.

The potential Green Line station will also continue to benefit from excellent MBTA bus connections in the area. Bus lines are not expected to change significantly, but there may be suggested improvements to arrival/departure times for buses in the station area to align better with Green Line arrival/departure times, but that should be determined by the MBTA at the appropriate time.

¹⁶ MBTA Blue Book 2010

Figure 2.15: Map of Existing MBTA Transit Routes



Bicycle and Pedestrian Facilities

In communities with moderate to high density that experience high levels of traffic congestion, the ability of residents to bike and walk to nearby destinations or places of employment becomes more important. Not only is it important to have infrastructure that supports walking and biking, it must also be safe for all users. Active modes of transportation, such as walking or biking, not only cut down on short distance vehicle trips but also reduce carbon emissions and improve air quality.

Bicycle Facilities

The study area does not have many existing bicycle facilities, in particular any on-street bike lanes. The major bike path system in the area is the shared-use paths along the Mystic River and Alewife Brook. These two shared-use paths eventually connect to the Minuteman Bikeway. Both the Mystic River and Alewife Brook paths are shown in yellow in Figure 2.14.



Example of a Shared-Use Path

Pedestrian Facilities

Sidewalk coverage and connectivity in and around the station area is excellent, with most streets having sidewalks on both sides. There are very few roadways that do not have sidewalks on at least one side. The existing sidewalk infrastructure will facilitate safe pedestrian travel to and from the potential Green Line station. A key component to the mobility of residents in and around the station area is their ability to walk to access different destinations. The existing sidewalk coverage in and around the proposed station area is shown in Figure 2.16.

In many locations along both Boston Avenue and Mystic Valley Parkway, the striping for crosswalks has faded and signage denoting pedestrian crossings are not present. Proper striping and signage plays an important part in identifying safe crossing locations for pedestrians as well as raising the awareness of drivers to pedestrian activity in the area.



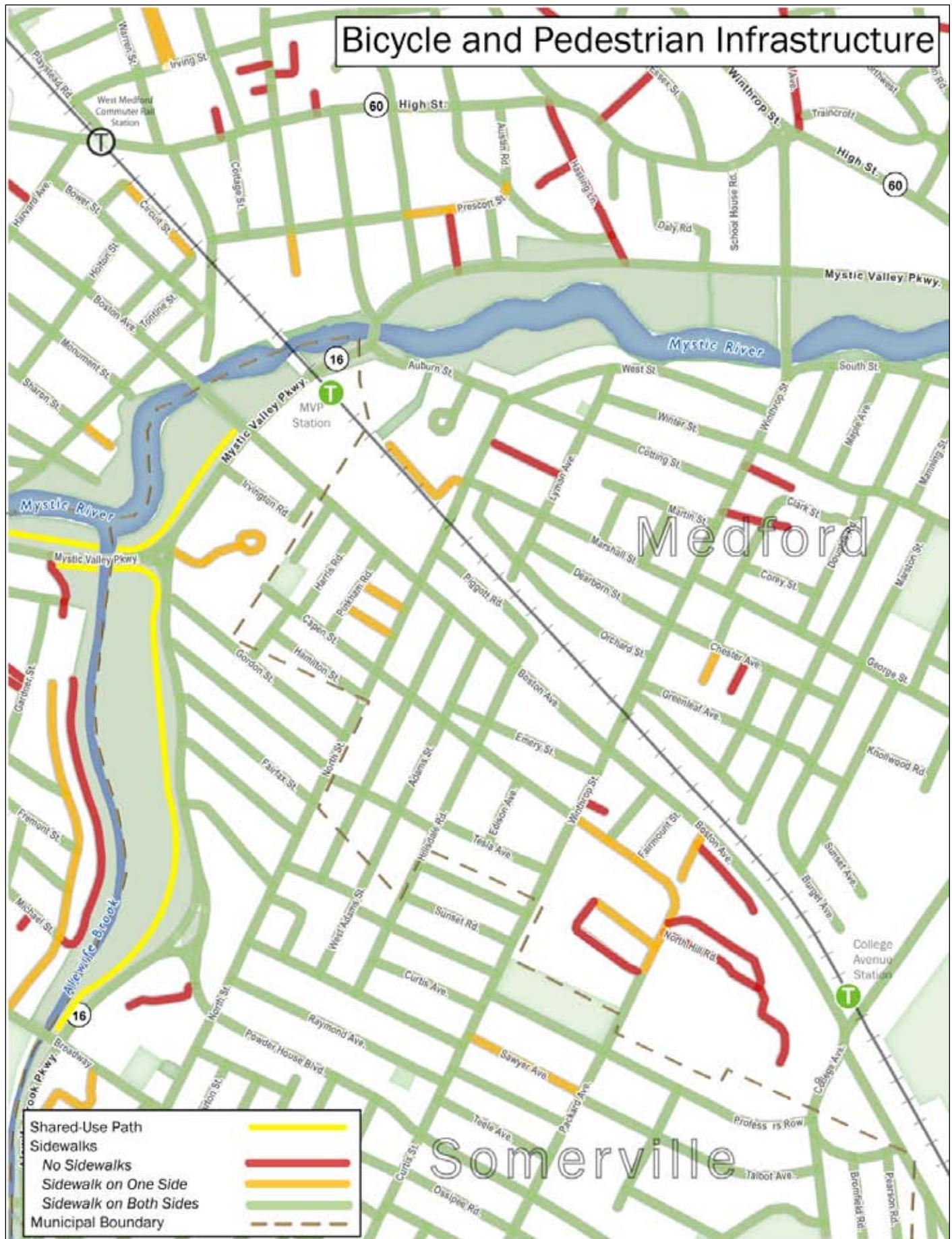
Crossing at Mystic Valley Parkway/Boston Avenue



Crossing at Mystic Valley Parkway/Auburn Street

¹⁷ A shared-use path is an off-street pathway that is used, or “shared”, by both bicyclists and pedestrians with a standard width between 8' and 10'

Figure 2.16: Existing Bicycle and Pedestrian Infrastructure



Pedestrian compliance with crosswalk adherence and pedestrian signalization is an important factor in maintaining safety for pedestrians. One way to measure the pedestrian experience is to look at Pedestrian Level of Service (PLOS). PLOS is ranked similar to vehicular LOS with PLOS A (<10 seconds) representing excellent conditions and PLOS F (>60 seconds) representing unacceptable levels of delay.

As part of the Green Line Extension DEIR, a PLOS analysis was completed for signalized intersections along the length of the Green Line extension, including a number of intersections with walking routes in and to the study area. Table 2.13 shows the PLOS values for seven intersections based on data collected in 2007.

Table 2.13: Pedestrian Level of Service at Key Intersections

Intersection	Crosswalk	Morning Peak Hour		Evening Peak Hour	
		Avg. Delay (sec)	PLOS	Avg. Delay (sec)	PLOS
Mystic Valley Parkway at Auburn Street	North	60	E	60	E
	South	56	F	56	F
Mystic Valley Parkway at Winthrop Street	North	58	F	68	F
	South	64	F	64	F
	East	60	E	60	E
	West	65	F	65	F
Mystic Valley Parkway at Boston Avenue	North	54	E	54	E
	South	54	E	54	E
	East	54	E	54	E
	West	55	E	55	E
Boston Avenue at North Street	North	40	D	40	D
	South	39	D	39	D
	East	37	D	37	D
	West	36	D	36	D
Boston Avenue at Winthrop Street	North	37	D	37	D
	South	35	D	35	D
	East	35	D	35	D
	West	32	D	32	D
Boston Avenue at College Avenue	North	59	E	59	E
	South	59	E	59	E
	East	55	E	55	E
	West	56	E	56	E
Boston Avenue at Harvard Street	North	52	E	42	E
	South	52	E	42	E
	East	55	E	45	E
	West	55	E	45	E

This table shows that the three crossing points at Mystic Valley Parkway are among the worst in the area due to short pedestrian crossing times and high volumes of traffic. Values along Boston Avenue range from PLOS D to E, with wait times lower than those found along Mystic Valley Parkway.

On-Street Parking

Another key area of concern noted by residents was the regulation and enforcement of on-street parking. Because the current design for the potential station at Mystic Valley Parkway does not include any parking facilities, there were concerns from residents about people driving to the station and parking on the local streets creating on-street capacity issues for residents. The existing lack of metered spaces, permitted streets and active enforcement add to residents' concerns that parking could become an issue if the station is constructed. While this concern is valid, commuting hours coincide with hours when residents are likely also at work. If residents in the area are driving to work destinations during the day, this could free up on-street capacity for some commuters to drive, park and walk to the station.

A number of streets in the station area, in both Medford and Somerville, are currently permitted for residential parking only. Streets such as Piggott Road, Orchard Street and Irvington Road have signage notifying drivers of residential permitted parking areas. Currently, there are no metered spaces in the station area.

Open Space

Throughout the planning process, an overwhelming number of participants commented on the excellent natural open space and park resources that exist within close proximity to the potential Green Line station. Many view open space as a critical amenity and future opportunity to connect existing and future residents to recreation locations in the community. The following section explains the different public open spaces within the study area.

Existing Open Spaces

There are four city-owned parks in Medford that fall within the study area, and are mostly small parks that serve local neighborhoods. Veterans Memorial Park is the largest of the four and tends to have a larger draw because the park includes two little league fields.

A review of Somerville parks showed there are no city-owned parks or open spaces within the study area. The City has a 2008-2013 Open Space and Recreation Plan which serves as a public record of Somerville's open space data, goals and strategic vision. The Plan is also used to help the city secure state grants. The plan is available on the City's webpage.

The Department of Conservation and Recreation (DCR) owns and manages the Mystic River Reservation and Alewife Brook Reservation in both Somerville and Medford. These recreational and open space resources are the largest ones in the study area. The land comprising the Mystic River Reservation is the closest in proximity to the proposed Green Line station and would potentially stand to be impacted the most any by station development.

This initial review of existing parks and open spaces within the half-mile study area revealed a significant number of public areas available for both passive and active recreation. The open spaces within the study area also play an important part in water management and maintaining a natural environment for wildlife. Figure 2.17 shows the location of the open spaces within the study area.

Figure 2.17: Location of Existing Open Space



Chapter 3: Public Participation Process

Over the course of the visioning process, MAPC engaged residents and key stakeholders in the area through a series of five public meetings. Each meeting was designed to focus on specific topics that informed decisions for future public meetings and ultimately the recommendations put forth in this report. At the outset of the visioning process, MAPC also held individual or small group stakeholder meetings with staff from Medford and Somerville, business owners, residents, legislators, community organizers, and institutions. These initial meetings helped develop contacts in the community and began to inform our public engagement process and outreach strategies. MAPC used a number of different outreach tools and strategies to promote each of the public meetings which included: website postings, emails, social media sites, city email listservs, community group lists, reverse 911, media press releases, public notices in newspapers, direct mailings, notices that ran on local cable access channels, and posting of flyers at area businesses. MAPC also contracted with the Massachusetts Office of Public Collaboration (MOPC) to assist with meeting planning and facilitation.

MAPC also held three additional public meetings, two at the West Medford Community Center and one at Walking Court, to solicit additional feedback on opportunities and concerns with extending the Green Line to Mystic Valley Parkway.

During each public meeting, participants had opportunities to comment and have questions answered in person. Comments and questions could also be submitted through email or postal mail. MAPC used this running dialogue to develop content and diversify outreach efforts throughout the process. Listed below is an overview of each public meeting and a summary of the feedback received.

Public Meeting #1 – Kick Off

On February 16, 2011 MAPC held a kick off meeting at the Brooks Elementary School in Medford attended by over 150 people. MAPC made a brief presentation outlining the scope of the project and identifying points during the process when public input would be critical. The presentation was followed by a facilitated breakout session where participants discussed key community opportunities and concerns associated with the Extension.

Meeting Objectives:

1. Introduce visioning process to meeting participants
2. Gather feedback from participants on key community opportunities and concerns associated with the Green Line Extension

Outcomes:

- Meeting participants gained an understanding of the visioning process and the goals of the study
- MAPC gained an understanding of the key opportunities and concerns in the community regarding the Green Line Extension
- MAPC identified four top community questions to focus on in Meeting #2

Public Meeting #2 – Community Questions and Answers

On March 30, 2011 MAPC held a second public meeting in Medford focused on answering some of the key community questions that came out of Meeting 1. The topics covered during this meeting were: traffic and parking, air quality, land acquisitions, and managing neighborhood change. Staff from MAPC and MassDOT prepared presentations with information on each of the topics and time was allotted after each presentation for a question and answer session with participants. Over 80 people attended this public meeting.

Meeting Objectives:

1. Present existing and new information on the four key community topics
2. Enhance the community's understanding of each topic
3. Provide answers to questions from meeting participants

Outcomes:

- Meeting participants gained a better understanding of the information presented on each community topic
- Meeting participants had an opportunity to ask additional questions of MAPC and MassDOT staff
- MAPC used the feedback from Meeting 2 to develop the format and materials for Meeting 3

Public Meeting #3 – Community Opportunities and Concepts

On May 17, 2011 MAPC held a third public meeting on the campus of Tufts University in Medford to introduce the concept of transit-oriented development (TOD) and provide participants with examples of TOD from around the Greater Boston region. MAPC presented a variety of examples that differed by size, mix of uses, levels of affordability, and location. For each example an assessment of the type of housing, level of affordability, overall design, and financing was provided for context. After the presentation on TOD, meeting participants took part in a visual preference poll where they scored a series of photos of residential, office, commercial, and mixed-use development based on their visual reactions. Photos were also shown of open spaces, parks, plazas, sidewalks, and crosswalks. Finally, participants were assembled in smaller groups and asked to identify key assets. This exercise was meant to help MAPC identify assets in the community that the public viewed as critical for preservation and assets that could be enhanced through change if a station were constructed. Participants were encouraged to note on a map any assets they thought were of particular importance to their neighborhood or to the cities as a whole. Over 80 people attended this public meeting.

Meeting Objectives:

1. Help participants gain a better understanding of transit-oriented development and provide examples of TOD from the Greater Boston area
2. Gain feedback on what types of development, public space, and pedestrian infrastructure participants liked and did not like
3. Identify key community assets for preservation and change

Outcomes:

- Meeting participants gained a better understanding of transit-oriented development in relation to projects in the Greater Boston area
- MAPC received preferences on development and infrastructure
- MAPC received information on key community assets for preservation and change
- The visual preference poll results and recorded assets were used to identify potential sites for preservation and change around the proposed station and helped guide what development aesthetics might be acceptable on each site

Public Meeting #4 – Community Visioning

On June 23, 2011 MAPC held a fourth public meeting in Medford with the purpose of gathering feedback on the community's vision for the area immediately adjacent to the proposed Green Line station. MAPC developed a 3-D visualization model of the existing buildings around the proposed station area, as well as a series of development alternatives for four specific sites adjacent to the proposed station. Meeting participants worked together in small groups to discuss the various options for each of the four sites while providing feedback to MAPC staff about what they liked and did not like. The model also generated indicators for each scenario choice such as housing units, office square footage, job creation, tax revenue, etc. Participants were able to see how their choices affected the indicators and were then able to weigh choices based on what was more important to them (i.e., more housing developments versus job creation). Over 40 people attended this meeting.

Meeting Objectives:

1. Develop a series of land use scenarios for the station area
2. Create an understanding of the associated benefits and impacts for each land use scenario
3. Inform MAPC's understanding of participant's preferences for land use and development changes in the immediate station area

Outcomes:

- Meeting participants developed a set of land use scenarios for the station area
- Meeting participants engaged in a robust discussion of benefits and impacts associated with land use and development choices
- MAPC received input about which alternatives were preferred by the public and the reasoning behind those choices
- MAPC used the input from participants to develop the vision and recommendations for the station area

Public Meeting #5 – Recommendations

On November 2, 2011 MAPC held the fifth and final public meeting at Medford City Hall with the purpose of presenting the draft vision and recommendations. Meeting participants were able to see and listen to the draft recommendations and ask questions and provide comments to MAPC staff. Over 100 people attended this meeting.

Meeting Objectives:

1. Present MAPC's recommendations to the public
2. Answer questions and take comments on the draft report

Outcomes:

- Meeting participants were provided with MAPC's draft recommendations
- Meeting participants asked questions and provided comments and feedback on MAPC's draft recommendations
- MAPC answered questions and recorded comments provided by meeting participants

West Medford Community Center and Walking Court

In September, October and November of 2011, MAPC held three public meetings to hear from residents of the West Medford neighborhood and the Walking Court senior housing development. Attendees at the two West Medford meetings expressed concerns about the potential of the Green Line Extension raising property values and thereby raising property taxes. Concerns were expressed that some residents are on a fixed income and may not be able to afford a rise in housing costs over time. Concerns were also expressed about home owners being able to pass on their homes to children and/or grandchildren in the future, if the affordability of the neighborhood were to decrease. Approximately 33 people attended the two meetings at the Community Center.

Walking Court residents expressed concern over the proximity of some existing housing units to the commuter rail tracks. Noise, vibration and air pollutants were of concern to abutting residents. Many residents however were optimistic about the possibility of improving and modernizing the housing over time if the site were to be redeveloped. Many residents cited elevators, communal dining facilities, new gathering spaces/recreation spaces, computer access, and modernized housing units as key opportunities for improvement on the site. Approximately 30 people attended the meeting at Walking Court.

Key Themes and Take-Aways

Throughout the public engagement process, MAPC created opportunities to learn from the public and collect feedback which was incorporated directly into the planning process. A number of key concerns and opportunities were expressed, from which a few major themes emerged:

Key Concerns and Opportunities

- Key community concerns included: parking on neighborhood streets and the need for enforcement, associated traffic impacts, abutter impacts (air quality, noise, and vibration), land acquisition, and concerns around how to manage possible changes that could occur in neighborhoods near the potential station
- Key community opportunities included: improvements to pedestrian and bicycle access in the area, access to open space in the area, traffic reduction as a result of the Green Line, potential for increased tax base and job growth, potential to increase diversity in housing choices, better air quality, better access to Boston, and the extension adds another transportation choice

Major Themes

- New development should keep with the character of the existing neighborhood and should not add significantly to existing traffic and parking issues
- Preserve or enhance existing developments such as Whole Foods, 200 Boston Avenue and Walkling Court
- Preserve or enhance the small shops and walkable environment that currently exists
- Maintain the affordability of the housing stock in the area
- Mixed-use development around the station is preferable and can add both market-rate and affordable housing units to the neighborhood
- Pedestrian and bicycle connections should be improved if a station is constructed
- Connectivity to existing open space should remain or be enhanced
- The Mystic River is a key open space asset to the community and a natural corridor for wildlife

The major themes were used as guides throughout the recommendation sections of the report to ensure MAPC answered many of the question areas that arose throughout the public engagement process. The following sections of the report build upon feedback provided by the public, stakeholders, the two cities, and MassDOT to create a vision for the station area should the Green Line be extended to Mystic Valley Parkway.

Chapter 4: A Vision for the Future

The main goals of this planning process were to:

1. Develop a vision for the area around the potential station
2. Analyze opportunities for maximizing benefits to the two cities and their residents
3. Minimize impacts to the extent possible

The extension of the Green Line would create an opportunity to redefine the area adjacent to the station as an area for neighborhood scale transit-oriented development. Through discussions with both cities, residents, employers and property owners in the area and during our engagement meetings with the public, MAPC developed a vision that incorporates this input in combination with best planning practices and the guiding principles of the regional plan, *MetroFuture*.

Most residents and stakeholder we spoke to share a common vision for the station area:

A well-connected, walkable, bike-able, neighborhood scale transit-oriented development node that provides new opportunities for mixed-income housing, job creation, increased tax revenue, and access to quality public transit. New development must knit into the fabric of the existing neighborhood and provide opportunities for increasing access to affordable housing and quality jobs. Connectivity from the surrounding area is critical in making the potential station a part of the neighborhood.

The possible extension of the Green Line would provide the catalyst to increase demand for these neighborhood opportunities and generate added community value. Both new and existing residents stand to benefit greatly from new rapid transit service and from increased access to new housing and job opportunities.

Benefits of Transit-Oriented Development

Investment in the expansion of transit service is a costly and time consuming effort which is not undertaken often in the Commonwealth of Massachusetts. Therefore, it is imperative that plans are formed to capitalize on the opportunities provided by an expansion project. Transit-oriented development (TOD) is defined as “higher-density mixed-use development within walking distance of transit stations.”¹⁹ This approach to development produces an important link between the built environment and the transit investment creating an active neighborhood.

Transit-oriented development has a number of benefits to individual residents and to the community as a whole, which include but are not limited to the following²⁰:

- Increase location efficiency so people can walk and bike to transit
- Boost transit ridership and minimize traffic
- Provide a rich mix of housing, shopping and transportation choices
- Generate revenue for the public and private sectors and provide value to both new and existing residents
- Create a sense of place

¹⁹ Center for TOD, <http://www.ctod.org>

²⁰ Center for TOD, <http://www.ctod.org>

Throughout the visioning process, key themes emerged which were incorporated into the vision and recommendations for this area. The key themes, as described in Chapter 3, carried throughout the vision include:

- Added housing opportunities
- Increased job access
- Added tax revenue
- Added open space
- Improved bicycle and pedestrian facilities

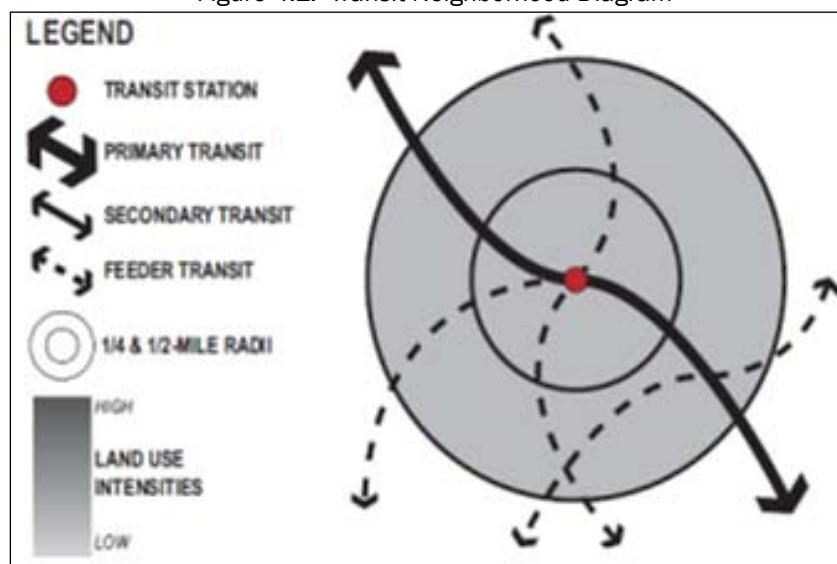
A Neighborhood Approach

Typically, TOD studies focus on an area about a half-mile around existing or proposed rapid transit stations. This is considered the radius in which people feel comfortable walking to and from the station, equivalent to about a ten minute walk time. For this study, MAPC focused direct planning efforts on four focus areas immediately adjacent to the proposed station and did not propose land use and zoning changes to a majority of the area within the half-mile radius. This approach was taken because much of the area is residential with small pockets of commercial development disbursed throughout. The character of the residential areas are a value added to the neighborhood and suggesting changes seemed inappropriate at this point in time. The housing and building stock in the neighborhood is also of high quality suggesting homeowners and landlords are keeping up with property maintenance.

Transit-oriented development varies in size from entire downtowns served by multiple fixed-route transit lines to small mixed-use corridors on a single street. The scale of the area adjacent to the Mystic Valley Parkway station is one of a “transit neighborhood”. A transit neighborhood is defined by the Center for Transit Oriented Development as an area “primarily residential served by rail service or multiple bus lines that connect at one location. Transit neighborhoods have low-to-moderate densities, and the transit stations are often more a minor focus of activity than more intense place types.” Figure 4.1 depicts the transit connectivity of a transit neighborhood where a primary transit line is supported by less frequent feeder bus service.

Examples of transit neighborhoods in the Metro Boston area include: Newton Centre in Newton, Station Crossing in Melrose and Gerrish Avenue in Chelsea. Transit neighborhoods are not as intense as locations like Davis Square in Somerville or Station Landing in Medford.

Figure 4.1: Transit Neighborhood Diagram²²



²¹ "Station Area Planning Manual", Center for TOD, October 2007

²² "Station Area Planning Manual", Center for TOD, October 2007

The density of development and frequency of existing and future transit service make the proposed station area an ideal location for the creation of a transit neighborhood. Transit neighborhoods are typically located in older urbanized areas originally developed around the streetcar and have consistent residential densities throughout the entire half-mile radius. The TOD area also includes some small pockets of retail, but scaled to be supported by the local residential market and by riders of the transit service. The vision for the station area is also consistent with the description of a transit neighborhood and builds off the suggested scales, densities and services that would fit the character of a transit neighborhood.

Characteristics of Mixed-Use Development

The vision describes creating a mix of uses that can be accessed by new and existing residents within the station area and surrounding neighborhoods. The term “mixed-use” refers to developments that combine different types of land uses either in a single structure or in a group of buildings on a single lot. The types of uses typically include residential and commercial. The commercial can be either retail, office or a combination of both. The uses can be arranged vertically, in a multi-story building or horizontally adjacent to one another in one of more buildings. The benefits of mixed-use zoning include expanded housing opportunities and the opportunity to redevelop commercial areas to maximize revenue potential. Mixed-use developments typically reduce auto dependency, particularly if they are in close proximity to walking, biking or transit routes.

Station Area Defined

As was previously mentioned, MAPC reduced the focus area of this study down from the half-mile radius to four focus areas directly adjacent to the potential station. The areas with the highest potential for change are those that are closest to the station with existing uses or underlying zoning that would allow for a higher density mixed-use node to be developed over time. A map showing the four focus areas is shown in Figure 4.2.

Focus Area Recommendations

The vision identified through this process includes some development that may not be allowed under current zoning. This section will describe the opportunities for development change and economic development benefits, as well as the necessary changes to the land use and zoning regulations that would be needed to allow change in the area to occur.

Opportunities for Change

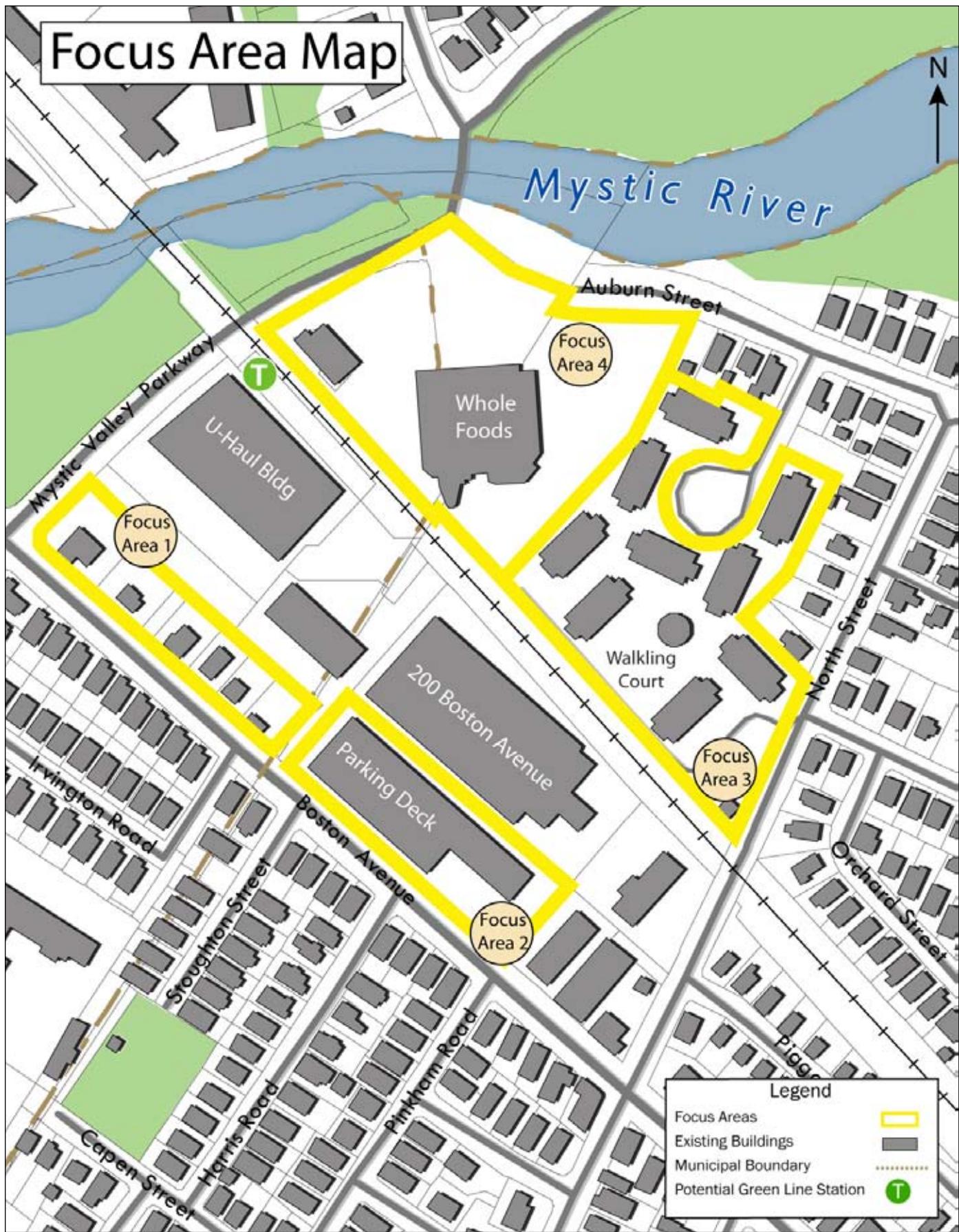
MAPC generated land use and development alternatives for the four focus areas adjacent to the proposed Green Line station, estimated potential benefits and impacts of each alternative, and compared the benefits and impacts to the vision for the area. In order to envision this area with a Green Line station and with changes to the built environment, MAPC had to make certain assumptions when modeling each scenario:

1. Assumed a time horizon of 20-25 years for full development potential to be realized
2. Assumed the Green Line Extension would be constructed to Mystic Valley Parkway
3. Assumed zoning could be modified to reflect the vision for the area

As MAPC developed alternatives for each focus area, many critical elements were considered including:

- Existing and proposed land use for each site
- Surrounding neighborhood character
- Proposed height, bulk and siting of the building(s)
- Potential for job creation and tax revenue benefit or loss
- Number of market-rate and affordable housing units created or lost
- Cost feasibility from the standpoint of the City, property owner or developer
- Impact on existing automobile traffic in the area and on ridership for future Green Line Extension
- Possible new or improved connections to bicycle and/or pedestrian facilities
- Ability to access existing open space or create new open space

Figure 4.2: Focus Area Map



MAPC identified one recommended development alternative for each of the four focus sites shown on the previous page in Figure 4.2. The recommendation is based upon input received from residents and stakeholders during the visioning process and MAPC's analysis of development potential in each area. It is important to note that MAPC is not recommending eminent domain of existing properties in order to facilitate redevelopment of these sites. The recommendations are reflective of a long term vision for the area and any land use or zoning recommendations are meant to facilitate change to occur consistent with the vision. Ultimately, the decision to develop or redevelop a site falls to the property owner.

An additional important note is that MAPC did not look at development or reuse alternatives at the station site itself because the preliminary planning and engineering for the Phase II Extension is not at a stage where MAPC could say definitively what options were feasible. Suggestions have been made during this process to possibly incorporate the station into the existing U-Haul structure. These options should be explored in more detail if station planning/engineering is resumed.

Focus Area 1: 166-194 Boston Avenue

Focus Area 1 comprises Simon's gas station at the corner of Boston Avenue and Mystic Valley Parkway and five residential structures running southeast down Boston Avenue. Given the proximity of these parcels to the proposed station, the opportunity to add housing, retail, office, and open space would be high. With this opportunity in mind, MAPC recommends allowing four-story mixed-use buildings and changing the existing gas station use into additional public open space. The open space would create a continuous connection from the Mystic River Reservation across Mystic Valley Parkway. The recommended mix of uses within each new building would be 50% retail and 50% office on the first floor and three stories of residential uses above. The retail and office components are envisioned to be neighborhood scale retail providing daily service needs and small professional offices. Examples of these uses are small convenience retail, coffee shop, dry cleaners, insurance, accountants, etc.

Site and Building Design Components

In order to create a more engaging and walkable environment around the proposed Green Line station, it is recommended that new buildings along Boston Avenue be located closer to the street or facing the new open space at the corner of Mystic Valley Parkway and Boston Avenue to create an active frontage for pedestrians. Along Boston Avenue, a wider sidewalk should be constructed that would allow for more pedestrian space and the possibility of outdoor seating or cafes. Building-mounted and small monument signage²³ as well as canopies could be used to identify first floor businesses. Large commercial signage should be avoided in this residential area. Parking should be provided either behind the buildings or underneath the buildings to avoid front yard or side yard surface parking lots.

The building itself should be designed to step back after the first floor and the building massing should be broken up using balconies and outdoor areas for the upper story residential units. Step backs and massing elements will help to offset the additional one-story change in height from the existing structures across Boston Avenue. Table 4.1 shows the characteristics of the existing and future uses for this focus area. Figure 4.3 and 4.4 show the existing layout of the focus area site and the recommended future vision.

²³ Monument signage is a permanent, freestanding sign mounted on a base of other supports

Table 4.1: Focus Area 1 Recommendations

Focus Area 1	Land Use	Housing Units	Commercial SqFt	Office SqFt
Existing	Gas Station and Residential	8	1,100	0
Future	Mixed-Use (first floor retail/office with residential above)	40	10,000	10,000

Figure 4.3: Focus Area 1 Existing Conditions



Figure 4.4: Example Images of Potential Changes to Focus Area 1



<http://www.homedesignfind.com>

Focus Area 2: 200 Boston Avenue Parking Deck

Focus Area 2 is the site of an existing one-story parking deck located in front of the 200 Boston Avenue office building. The existing deck provides free parking for employees and visitors to the offices at 200 Boston Avenue. Redevelopment potential of the garage will be higher if the Green Line is extended due to its proximity to the station and ease of access for workers coming from other areas along the Green Line. Given the potential for future expansion, MAPC is recommending zoning changes that would allow redevelopment of the parking deck as a three-story building with a mix of office and/or research and development (R&D) space, as well as a small retail space that could hold a coffee shop, sandwich shop or small restaurant on the first floor. This would provide an additional breakfast and/or lunch location to serve employees in the area as well as residents. As part of the redevelopment, a smaller three-story parking garage could be developed along the south side of the new building to replace parking lost through redevelopment. Parking demand on-site would be lower if the Green Line is extended to Mystic Valley Parkway due to employees and visitors using the new transit service for commuting.

Site and Building Design Components

According to Cummings Properties, managing agent for the commercial buildings at 196 and 200 Boston Avenue, there is interest in eventually redeveloping the site's existing parking deck into an office/R&D building that may also include some accessory retail to serve as amenities to the buildings and surrounding neighborhood.

Similar to Focus Area 1, any new building on this site should have a minimal setback off Boston Avenue to create an active street front. A minimum 10' sidewalk should also be provided in order to create outdoor café space or a small plaza associated with the restaurant space on the first floor. This outdoor space could also be used by employees during lunchtime hours. Although the height of the new building and parking deck would be comparable to heights of structures across Boston Avenue, the new building and deck should be designed with appropriate window placement and massing along the front façade that will lessen the bulk of the building.

One critical point of concern for future consideration, however, is that the current version of the conceptual plan for a potential station shows all incoming traffic to the station traveling through the middle of the 196/200 Boston Avenue complex over its private driveways and parking areas. MassDOT should carefully evaluate the entire issue of providing access to the station during the station design process to create an access plan that will not negatively impact any existing or future development at the 200 Boston Avenue property.

Table 4.2 shows the characteristics of the existing and future uses for this focus area. Figure 4.5 and 4.6 show the existing layout of the focus area site and the recommended future vision.

Table 4.2: Focus Area 2 Recommendations

Focus Area 2	Land Use	Housing Units	Commercial SqFt	Office SqFt
Existing	One-story parking deck	0	0	0
Future	Office and R&D, restaurant, three-story parking deck	0	3,000	57,000

Figure 4.5: Focus Area 2 Existing Conditions



Figure 4.6: Example Images of Potential Changes to Focus Area 2



www.urbanplanet.org

Focus Area 3: Walkling Court

Focus Area 3 is the senior housing development at the corner of North Street and Auburn Street. This property is owned and operated by the Medford Housing Authority and contains 144 affordable senior housing units. The existing site is uniquely situated among single family homes and adjacent to the Whole Foods grocery store. The units are located in nine two-story garden style apartment buildings that were constructed in the 1950's. The buildings and units are in need of modernization, which includes the construction of elevators for ADA accessibility to units above the first floor. Currently, some units are going through a modernization process to update interior aesthetics. Throughout our public engagement process, Walkling Court was viewed by the public as a key asset in the neighborhood and should not be converted into any use other than senior affordable housing. The demand for senior housing will continue to grow, not only in Medford, but throughout much of the Metro Boston region. As Baby Boomers and the Millennials behind them retire, senior housing availability will become scarcer if the issue is not addressed.

Demographic trends indicated demand for senior housing will continue to grow; therefore MAPC recommends that the existing site be redeveloped into two new 3-4 story buildings specifically for senior affordable housing. By increasing the height of the two buildings, more senior housing units can be provided on this site which is a benefit to the housing authority and the growing senior community. Increasing the height of the buildings and adding more units helps to offset costs from redevelopment and costs for providing elevators in each building. Redeveloping the site will also create new modernized buildings that are fully ADA compliant and could include updated amenities for residents. A similar modernization project was recently completed in Somerville with the development of Capen Court and the VNA building along Mystic Valley Parkway. Finally, the site could also include four townhome units that could be used to house families in need of larger affordable housing.

Site and Building Design Components

The site design of the new Walkling Court should have new buildings located at the rear of the site adjacent to the MBTA right-of-way to provide a buffer between the buildings and the single family houses located on North Street and Auburn Street. This would help minimize any shadowing that may occur from these taller buildings. Also, by orienting the buildings to the rear of the site, it opens up additional land for open space, the construction of a new community center and more area for walking paths around the site. The townhome units should be constructed facing into the site. The site should also have open access points between Walkling Court and the adjacent Whole Foods property to allow residents easy walking access to the grocery store. Currently, there is a wooden fence that separates the two properties and cuts off connectivity.

The recommended building heights are a mix of three to four stories and step down from four to three stories on the sides toward existing single family homes. Surface parking associated with the buildings should be kept to a minimum considering car ownership and driving are much lower for seniors than for the general population. A small area for parking should be made available for employees and visitors on site. Table 4.3 shows the characteristics of the existing and future uses for this focus area. Figure 4.7 and 4.8 show the existing layout of the focus area site and the recommended future vision.

Table 4.3: Focus Area 3 Recommendations

Focus Area 3	Land Use	Housing Units	Commercial SqFt	Office SqFt
Existing	Senior Affordable Housing	144 Senior Units	0	0
Future	Senior Affordable Housing and Townhomes for Families	195 Senior Units, 4 Townhomes	0	0

Figure 4.7: Focus Area 3 Existing Conditions



Figure 4.8: Example Images of Potential Changes to Focus Area 3



Focus Area 4: Whole Foods

Focus Area 4 is located at the intersection of Mystic Valley Parkway and Auburn Street. The existing Whole Foods is a 31,000 square foot building situated in the center of the site surrounded by a large surface parking lot. To the west of the Whole Foods is a 4,500 square foot stand alone liquor store. The Whole Foods is a significant asset to the surrounding neighborhood and provides a high quality walkable grocery store within close proximity to the 9,000+ residents in the study area and beyond. This site stands to gain significantly from the possible extension of the Green Line and has the highest potential for redevelopment. The existing layout of the buildings on the site leaves vast amounts of surface parking undeveloped, and added demand generated by the Green Line Extension could create an opportunity to intensify development on this site.

Throughout the visioning process, residents identified Whole Foods as a key community asset that should be preserved. Given the development potential, MAPC recommends allowing a six-story mixed-use building that would have a Whole Foods and small retail space on the ground floor with residential above. This recommendation takes into account the preservation of the Whole Foods use and incorporates a housing component to create residential opportunities in close proximity to the station. Since this is an area of high opportunity, it was important to allow sufficient density of housing on site to make the development financially attractive for redevelopment. Allowing for added residential on this site creates the opportunity for a mixed-use mixed-income development that could provide more affordable housing options for residents.

Site and Building Design Components

The recommended site design for Focus Area 4 brings the building closer to the intersection of Mystic Valley Parkway and Auburn Street, but does leave some space in front of the building for parking. A majority of the parking for the Whole Foods would be located on the sides of the building with parking for the residential units provided in an underground parking lot. The location of the building itself is important because the site is constrained by two wide sewer and water easements running along the perimeters of the parcel. New structures cannot be built on top of the easements, therefore the building needs to be located closer to the street and kept in the center of the parcel.

A new six-story building would be consistent with heights of the U-Haul building (5 stories) and 200 Boston Avenue (4 stories). To cut down on the height and bulk of the building, window and door placement and massing must be considered. Massing could be addressed by creating a large cut out in the center facing the street for a rooftop deck for use by residents, and by creating outdoor terraces for upper story units. The illustration in Figure 4.10 is one example of what form a new building could take on if Whole Foods were to be redeveloped into a mixed-use building. Table 4.4 shows the characteristics of the existing and potential future uses for this focus area. The map in Figure 4.11 shows the recommended buildings and site layouts for each of the four focus areas.

Table 4.4: Focus Area 3 Recommendations

Focus Area 3	Land Use	Housing Units	Commercial SqFt	Office SqFt
Existing	Whole Foods and Liquor Store	0	35,000	0
Future	Whole Foods, Small Retail Space, Residential Above	85	37,500	0

Figure 4.9: Focus Area 3 Existing Conditions

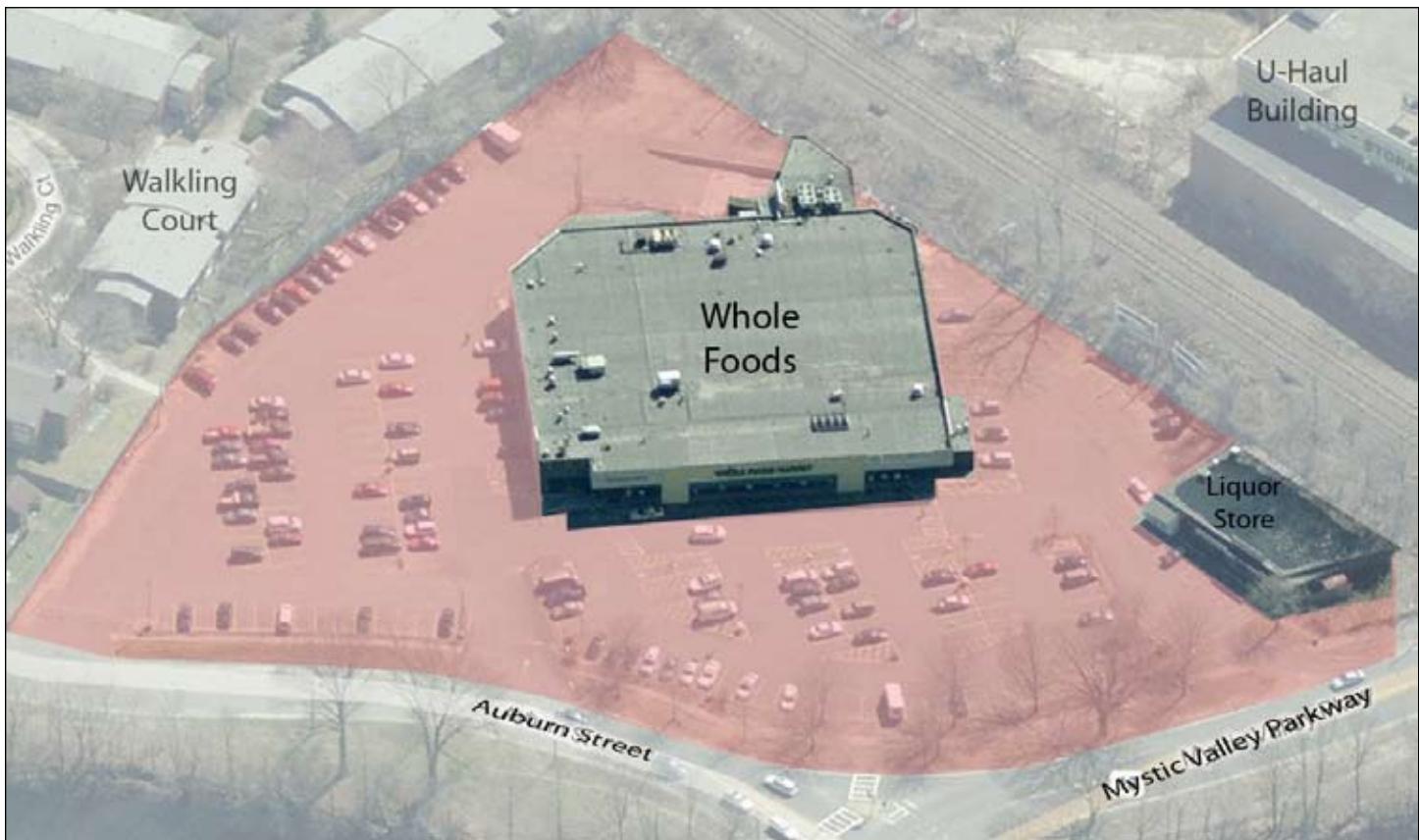


Figure 4.10: Example Images of Potential Changes to Focus Area 3

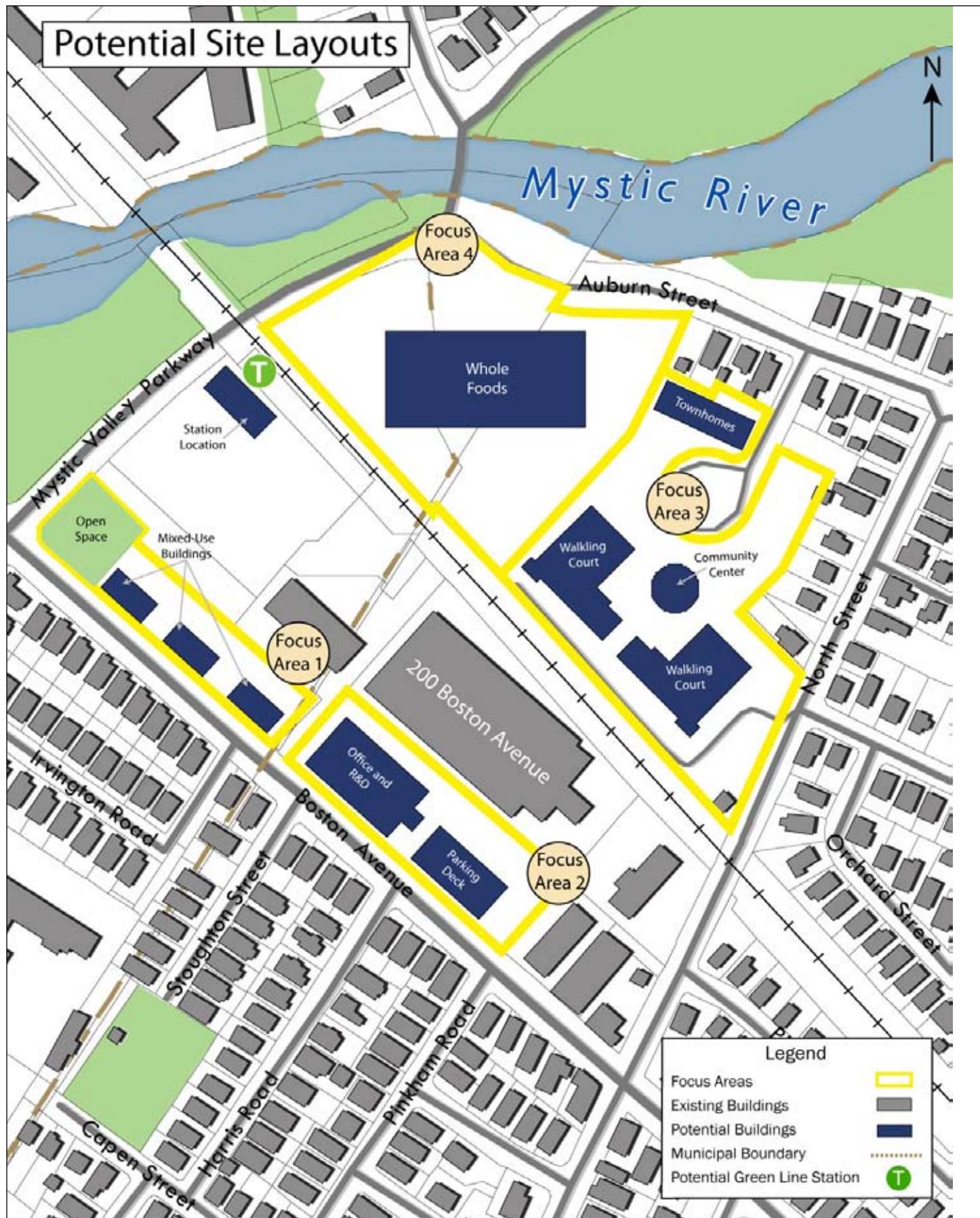


<http://www.rainieralleypost.com>



<http://www.prlog.org>

Figure 4.11: Potential Layout for Each Focus Area Site



Projected Jobs and Tax Revenue

MAPC estimated future annual tax revenue and job growth based on the vision for the four focus areas. The estimated increase in tax revenue is \$435,000²⁴, which is almost double the estimate for these four focus areas under existing conditions. The estimated employment is expected to grow by approximately 240 jobs.

Potential Impacts to Traffic

The recommended alternatives could bring many added benefits at the neighborhood and city-wide scale. However, there are potential transportation impacts that could be associated with new development in the area, namely additional auto trip generation. With the existing levels of congestion on Route 16 and Boston Avenue, it is important to understand what the level of added auto traffic may be. Using the Institute of Transportation Engineers (ITE) Trip Generation Manuals, MAPC estimated the existing and future trip generation for each of the four focus areas.

Under the existing conditions, the estimated adjusted trip generation in the area is around 2,850 trips per day. The trip generation was adjusted down to account for transit, walking and biking trips in the area²⁵. The adjusted trip generation estimate for the preferred vision for the station area is approximately 4,257, around a 49% increase over the existing condition²⁶. Table 4.5 shows the difference between the existing and future conditions.

Table 4.5: Existing and Future Trip Generation Estimates

Timeframe	Adjusted Daily Trips	Adjusted Peak Hour Trips	Vehicles During Peak Hour	Vehicles per Minute During Peak Hour
Existing	2,850	285	143	2.5
Future	4,257	426	213	3.5

When comparing the estimated traffic impacts to the existing peak hour volumes along major roadways like Route 16 (3,100 cars) and Boston Avenue (800 cars), the increase is modest. Future traffic and congestion can be further mitigated by making improvements to roadways, intersections, transit routes, and bicycle and pedestrian facilities. The recommended changes in parking requirements suggested in the land use section of this report would also help to keep vehicular traffic down if new developments provided fewer parking spaces.

Ridership, Mode Shift and Air Quality

The additional access to jobs, housing and destinations along the Green Line Extension will help to drive ridership along the line, especially as new developments begin to come online. If the full Green Line Extension is constructed between Lechmere and Mystic Valley Parkway it is anticipated to have a total of 8,900 daily boardings, with 2,000 daily boardings at the Mystic Valley Parkway station alone²⁷. The Green Line and its associated ridership will not only help residents by opening up new travel options; it will also reduce dependency on automobiles and help reduce vehicle trips on local and regional roadways. The Central Transportation Planning Staff (CTPS) developed estimates during the peak travel hours on how many new Green Line trips were previously taken by other modes of travel. It was estimated that 74% of projected peak hour Green Line riders would otherwise be driving. This equals approximately 592 people who were previously driving on local roads during the peak hour commute times. Based on the vision for the focus areas, new housing units near the station could produce an additional 180 trips per day if the Green Line were to be extended.

A secondary result of Green Line ridership and vehicle reduction is the projected changes in travel patterns of daily auto commuters. Currently, congestion on Route 16 and Boston Avenue is considerable during the AM and PM peak

²⁴ Methodology for calculating tax revenue is included in Appendix 2

²⁵ Mode share data taken from 2000 Census for Medford and Somerville

²⁶ Mode share data taken from 2000 Census for Medford and Somerville and adjusted to account for Green Line service

²⁷ 2009 Draft Environmental Impact Report, Green Line Extension Project, MassDOT

rush hours. This current congestion creates pressure on drivers to find alternative travel routes which often lead to increased traffic on parallel neighborhood streets not designed to handle higher volumes of traffic. This in turn creates added congestion on smaller streets and increases safety risks to drivers, pedestrians and cyclists. With the possible extension of the Green Line, auto trips will be diverted to transit trips creating freed capacity on major roads like Route 16 and Boston Avenue. The freed capacity will allow drivers who are currently using neighborhood streets to return to the major roadways. While congestion may only improve slightly on major roadways in the area, neighborhood level streets should see a more significant improvement.

Overall Connectivity

Connectivity, among the four focus areas and the surrounding neighborhood, are extremely important considerations for integrating any new development in the existing context. Improvements to the transportation network in the area are critical to ensure the safe and efficient movement of all modes. Accessibility for pedestrians not only relies on improved infrastructure and connectivity for those modes, but also relies on improvements to the roadway network as well. Connectivity also relies on well planned site design, building orientation and landscaping which can help shield pedestrians from busy streets and create a more walkable environment. As new development is integrated into the existing neighborhood fabric, the cities must ensure strong connections are made which will foster a safe and walkable environment.

Areas for Potential Future Development

MAPC focused its analysis on the four focus areas directly around the potential station because those sites have the clearest potential for redevelopment, and will be the areas most susceptible to change over time if the Green Line is extended to Mystic Valley Parkway. However, there are other existing retail, commercial and office developments along Boston Avenue, both north and south of the potential station area, that have the possibility of benefitting from added access to rapid transit and may see demand for increased services. For example, during the public comment period the Elizabeth Grady company commented that their parcels, located near the corner of Boston Avenue and North Street, may have the potential to expand if the Green Line was extended to Mystic Valley Parkway. Other sites, such as the one and two story retail buildings north and south of the potential station area, could also benefit from the extension and hold the potential for possibly adding one or two stories of residential above.

While it is much less clear how much potential these sites have for redevelopment, it is possible that increased demand could lead to site-specific plans by property owners interested in increasing the size of existing buildings or even changing the uses associated with those buildings. MAPC recommends that if the Green Line Extension occurs, property owners work closely with the appropriate city to go through the local plan approval process and assess potential impacts such as traffic, parking, access, public utilities, and others.

Zoning Recommendations

The most significant changes to the existing zoning, if the recommendations are implemented for the four sites, are the increase in height and the emphasis on mixed-use development within the focus areas. Zoning is an important tool for stimulating land use change through the adoption of new regulations. Zoning can also help increase property owner interest in development or redevelopment, can help to implement a community vision by influencing land use decisions in the real estate market, and can help create neighborhoods that include nodes of mixed activity such as living, working and shopping.

The vision for the station area seeks to maximize the opportunities that could be created if the Green Line is extended to Mystic Valley Parkway while keeping these opportunities compatible with the surrounding neighborhoods. The Focus Area recommendations discussed in the previous section all increase the development density over what currently exists, and in some cases, what is currently permitted by the zoning for the area. In order to achieve the vision, modifications to existing zoning regulations are recommended. Table 4.6 presents existing zoning issues related to the implementation of the vision for each Focus Area.

Table 4.6: Zoning Issues in Relation to Overall Vision

Focus Area	Vision for Focus Area	Characteristics	Existing Zoning	Implementation Issues with Current Zoning
Area 1 Somerville	4-story mixed-use	Ground floor retail/office, residential above	Residence A	Mixed-use not allowed
Area 2 Medford	3-story office and R&D	Compatible with existing office/R&D at 200 Boston Ave	Industrial	Business or professional office by Special Permit
Area 3 Medford	3-4 story senior housing, with townhomes	Increase in height; addition of townhomes	Apartment 1	Height limited to 35 feet
Area 4 Medford and Somerville	6-story mixed-use	Supermarket and retail on ground floor, residential above	C-1 in Medford; Business A in Somerville	Parcel is in both cities and subject to two different zoning codes

Rezone Properties Adjacent to the Proposed Station

City of Medford

The City of Medford currently has a mixed-use zoning district, the Mixed Use Zone (MUZ), which was enacted to guide development in the Station Landing project. MAPC does not believe that this zoning district could be applied to the Mystic Valley Parkway station area as written. The provisions require that more than one lot be included in the zone – there is a “benefitted lot” that may be granted additional development (Floor Area Ratio) due to the transfer of development potential from a “burdened lot”. Among the four focus areas where transit-oriented development is likely to occur, there are not enough lots to utilize the Mixed Use Zone successfully as it is currently written.

During the review of Medford’s existing zoning districts, MAPC found that the Commercial-1 zoning district can function as a mixed-use zone, providing flexibility for development and allowing increased height. Within the C-1 district, multiple dwelling units which do not exceed 75 feet or 6 stories in height are allowed along with retail sales, eating places, and business or professional offices. In this case, the C-1 zoning district would be able to accommodate the development alternative described for Focus Area 4.

The issue of mixed-use zoning becomes a key issue in Focus Area 2, where the development alternative identifies mixing office, laboratory and restaurant space within the same building. MAPC recommends rezoning the 200 Boston Avenue parcel from Industrial to C-1 which would allow medical, business, professional, or governmental office uses and eating places. The C-1 zone would allow more flexibility to the property owner and could support a mix of uses on site. Furthermore, if the property is rezoned to C-1, the City should consider revising the Zoning Ordinance to allow by special permit the “research and testing laboratory” use in the C-1 zone. This would allow for the continuance and potential expansion of the lab and office space currently established in the existing 200 Boston Avenue building.

The City may want to specify the type and/or designated level of laboratories it will consider for special permits. Existing laboratories are grandfathered, and would not be impacted by a zoning change unless they wanted to expand. If the City does not wish to allow laboratories by special permit, use variances are allowed by the Ordinance. While an applicant for a variance must meet specific criteria, including one for “hardship”, the fact that existing laboratory space exists and operates without any detrimental effects can help allay community and city concerns.

Because the C-1 zone also has a height limit of 75 feet or 6 stories, existing buildings would conform and the preferred development alternative for Focus Area 2 would be allowed. Re-zoning the Industrial area to C-1 would

²⁸ Text cited from Article 7, Permitted Uses, Somerville Zoning Ordinance

create a continuance of the C-1 district which is currently located at the Whole Foods site directly across the commuter rail tracks.

City of Somerville

Somerville defines “Mixed-Use Building” in its Zoning Ordinance (SZO) as: “A building intended and designed to be used for at least two (2) separate uses²⁸. Mixed-use is utilized in the Assembly Square Mixed-Use District, and within Planned Unit Developments. Mixed-use is also a feature of Section 6.5 of the Somerville Zoning Ordinance, Transit-Oriented Districts (TODs) and Section 6.1.22, Corridor Commercial Districts (CCDs). The purpose of the TOD is “to encourage mixed-use transit-oriented development with well-designed pedestrian access near transit connections...” This zone was developed for property in the vicinity of new Green Line stations in Somerville. Corridor Commercial Districts are “established to promote appropriate infill development along heavily traveled transportation corridors.... and present opportunities for an active mix of uses...”

MAPC recommends rezoning Focus Area 1 and the Somerville portion of Focus Area 4 to either TOD or CCD, customizing the zoning to reflect the adjacent height and density of surrounding development. This process should include coordination with the City of Medford, especially for parcels that are along the municipal boundary in the station area. Appropriate height limits would reflect the recommended redevelopment scenario for Focus Area 4. The TOD/CCD zoning is also appropriate because there are requirements and incentives for community benefits, such as publicly-accessible open space, affordable housing and “green” design.

Other Considerations and Recommendations

Access

Connectivity to the potential station, surrounding neighborhoods and the Mystic River should be emphasized as appropriate to specific developments. This could be done through the site review/design review process. More details about connectivity are provided in the Transportation section.

Site Review/Design Review

Guidelines for site review, as well as design review if not a component of site plan review, should be developed and coordinated between Medford and Somerville. This process is essential for sites such as Focus Area 4 where a development is likely to span the municipal boundaries of both cities.

Off-Street Parking

New parking associated with residential development must take into account the proximity to the potential station and provide less parking than typically required under traditional zoning. MAPC recommends restricting parking to a maximum of one parking space per dwelling unit. In addition, new development should utilize underground parking where feasible to reduce the amount of impervious surface within the station area. Parking for retail and/or restaurants should be located in the rear of the lots. Required parking should be carefully evaluated focusing on impacts to the surrounding roadway network and potential Green Line station. If a station is constructed, it is not anticipated to include any structured parking.

Develop a policy on additional units in existing dwellings

Land use change can also occur without formal re-zoning through incremental changes in land use in an area. If enough variances and/or special permits are granted by a municipality an area may undergo a “de facto” zoning change. For example, one property owner petitions the city to include a third dwelling unit in a predominantly two-family area. The area is zoned for one and two families, but there may be existing three and even four unit dwellings. The request is granted, and over time other owners do the same. The area gradually changes to be predominantly two and three family in character, and could be rezoned eventually to reflect the actual conditions. Discussing and planning for accessory dwelling units in advance is one way to allow for these changes over time in a controlled manner.

Affordable Accessory Dwelling Units are a desirable way to maintain affordable housing and provide financial stability of homeowners at risk of displacement. A specific zoning bylaw could be adopted for specific geographic areas to accomplish the creation of this housing. Further details on managing neighborhood change are described in Chapter 5.

Somerville Comprehensive Plan

Somerville is currently undergoing a process to complete their first ever Comprehensive Plan. Significant efforts are being made to plan for potential changes around Green Line stations by encouraging mixed-use mixed-income transit-oriented development. Updated land use categories will specifically call out the locations and details of varying scales of transit-oriented development across the City.

Somerville was also the recipient of a HUD Community Challenge Grant which will be used to fund station area planning efforts around all stations along the Green Line Extension. During 2012-2013, Somerville will be engaging in neighborhood-scale planning around each station to flesh out local-level land use policy recommendations based on the outcomes of the Comprehensive Plan process. These two planning processes should help to inform future land use and zoning decisions within Somerville, and feed into the implementation of the vision in the study area, should the Green Line be extended to Mystic Valley Parkway.

Economic Development Recommendations

While the benefits of increased mobility and expanded transportation options that will come with a potential Green Line station at Mystic Valley Parkway are in fact significant, the economic development impacts may be more modest. New retail and office development within the study area cannot be supported by the Green Line Extension alone. Rather, MAPC must assume that increased spending power in the vicinity of a new transit station comes from improved access to job centers which translate into higher income residents and additional housing units. Increased spending power translates into increased demand for retail space. Currently, job center access from the study area is not difficult, existing incomes are high and there are limited opportunities to add significant density. Therefore, current conditions suggest only a modest change in retail demand may result from the potential station.

Recommendations

The following recommendations are suggested ways in which the two cities, property owners and businesses in the area can work to increase the scale and competitiveness of retail and office markets within the study area.

- Somerville and Medford should continue their business loan programs and storefront improvement programs, but target and prioritize funding for investments in station areas. These two programs could help retain existing businesses, and provide financial assistance to expand new business in the area.
- Encourage the formation of a retail association in West Medford Square, extending to include the Whole Foods shopping center and new businesses in the area. Strengthening this district will depend on its ability to draw people to it through neighborhood events, joint marketing and other initiatives. Alternatively, this may be an opportunity for a Main Streets Program that would both focus on the study area and link the study area to nearby commercial, retail and recreational opportunities. The Whole Foods represents a very strong anchor for this area and it would be to the benefit of businesses in West Medford to build a connection to this store through local business marketing efforts. This association would also become an important partner for identifying and safeguarding the interest of local businesses if station design and area redevelopment plans proceed.
- Initiate a dialogue with the Tufts University Office for Technology Licensing and Industry Collaboration. The primary purpose of this dialogue is to establish a relationship that may lead to opportunities for collaboration. Some of the questions to ask include: What kind of office space needs come with commercialization of research at Tufts? Is there unmet demand for office space close to the campus? Are there ways Medford and/or Somerville could support research commercialization?
- Streetscaping, public space design and the overall quality of the pedestrian environment will be essential to building the attractiveness of the urban fabric in this area for all types of businesses that might consider locating here. Consistent design features, and complimentary signage and wayfinding across the study area and West Medford will create a street level familiarity that both pedestrians and motorists will find reassuring and will highlight the potential connection between these two areas.
- Ensure the long-term success and sustainability of new development by providing for needed infrastructure (transportation, water, sewer, utilities, etc.) and a high quality design. This can be achieved through a strong locally-driven design review process and a clear long-term strategy for infrastructure investment within the municipality.

Transportation Recommendations

The benefits and impacts to the overall transportation network are substantial when the possibility of extending a rapid rail line is being considered. This section looks at the possible benefits and impacts of extending the Green Line to Mystic Valley Parkway and offers recommendations for improvements to the overall network if the Green Line is extended.

Roadway and Intersection Recommendations

To help improve the conditions of roadways in the area if the Green Line is extended, the 2009 Draft Environmental Impact Report (DEIR) for the Green Line Extension project identified improvement recommendations at a number of intersections around the proposed stations at College Avenue and Mystic Valley Parkway. MAPC listed some roadway and intersection improvements outside the immediate vicinity of the Mystic Valley Parkway station because traffic congestion does have a wider impact than just immediate intersections and roadways. One item that was not discussed in the DEIR is the need to upgrade the signal controller equipment at the intersection of Boston Avenue and Winthrop Street. The current equipment is too old to enable variable signal timing and signal coordination. This improvement must be considered along with those listed in Table 4.7.

Table 4.7: Roadway and Intersection Recommendations

Intersection	Proposed Recommendation
Boston Avenue at Mystic Valley Parkway	Exclusive southbound left turn lane along Boston Avenue to accommodate vehicles entering station.
Boston Avenue at Winthrop Street	Striping of exclusive left-turn lane and a shared through/right-turn lane. Adjust signal timing and phasing.
Boston Avenue at College Avenue	Widen College Avenue westbound to provide an exclusive right-turn lane to Boston Avenue.
Mystic Valley Parkway at Alewife Brook Parkway	Upgrade of roundabout to modern design standards, includes signage, striping, and minor geometric modifications.

On-Street Parking Recommendations

A concern expressed by many residents throughout the process was the potential impact of the station on parking, in particular the impact of people driving to the station and parking on residential side streets. Concern also stems from the decision to not construct any dedicated parking at the station. The absence of station parking helps to keep traffic down during the AM and PM peak hours as commuters are arriving and leaving the train station.

In order to maintain an appropriate level of on-street parking for residents and customers of local businesses, MAPC recommends the development of a stronger parking ordinance for both cities, which MassDOT has agreed to work on should the Green Line be extended. Coupled with a stronger ordinance should be a more robust enforcement system to ensure that the policies established in each city are followed by people parking on the street. There are two primary ways in which on-street parking could be regulated: Residential Permitting and Metered Spaces. Both methods require strict enforcement to maintain compliance with the regulations. MAPC recommends the following on-street parking guidelines:

- Develop a policy for establishing on-street residential permitted parking for roadways within a half-mile of the station area. This program should work to carefully evaluate the demand of on-street parking by both residents and commuters to determine the capacity for on-street parking, the number of residential off-street spaces available, and the potential demand for on-street parking for commuters. People will drive and park to access the Green Line station. This should not be considered a negative impact when it occurs in moderation. Commuters help ridership and often spend money at local commercial/retail/restaurant establishments. Capacity for commuters to park in the area should not be completely eliminated.

- Install parking meters along Boston Avenue between Mystic Valley Parkway and Winthrop Street.
- Establish a two hour parking limit for parking meters along Boston Avenue. This will promote turnover of spaces and prevent commuters or residents from paying the meter and parking all day. This is especially important in areas near businesses where customer parking on-street is highly valued, and turnover of spaces is critical.
- Revenues from both metered parking spaces, the purchase of residential permits, and ticketing should be placed into a Parking Improvement District for the station area. Revenues would be reinvested first in paying for enforcement officers, second in paying for equipment and maintenance costs, and third for District level public improvements (i.e., streetscape, sidewalks, parking spaces, signage, etc.). Revenues from the District help to benefit not only the city but residents and businesses as well. The establishment of a District would also make it easier to create new parking policies for new development like unbundled parking or fees in lieu of private parking.

Pedestrian and Bicycle Recommendations

The location of a station at Mystic Valley Parkway would certainly create added demand and use of pedestrian and bicycle facilities. Since there will not be any parking associated with the station, it is anticipated that this proposed station would be accessed mainly by walking or biking with small numbers of vehicle pick up/drop offs. As discussed in the existing conditions transportation section, sidewalk coverage in the area is excellent with very few streets missing sidewalks. However, there are improvements needed at intersections and mid-block crossings that would make the pedestrian experience safer. The DEIR identified a number of pedestrian improvements that should be completed if a station is constructed at this location. Table 4.8 lists the improvements in and around the station area.

Table 4.8: Pedestrian/Bicycle Recommendations

Intersection	Proposed Recommendation
Mystic Valley Parkway at Alewife Brook Parkway	Install crosswalk and warning signage across Capen Street
Mystic Valley Parkway at Boston Avenue	Increase pedestrian walk/flashing don't walk time
Mystic Valley Parkway at Auburn Street	Signalize side street crossing and increase pedestrian walk/flashing don't walk time
Mystic Valley Parkway at Winthrop Street	Increase pedestrian walk/flashing don't walk time
Boston Avenue at North Street	Upgrade pedestrian signal heads and increase pedestrian walk/flashing don't walk time
Boston Avenue at Harvard Street	Restripe crosswalk markings

Pedestrian Recommendations

Striping of the crosswalks at each intersection and the two mid-block crosswalks on Boston Avenue must be well maintained and striped on a consistent basis to ensure safe pedestrian crossings and visibility for motorists. Pedestrian ramps at intersections and mid-block crossings must be ADA accessible with proper slopes and the installation of truncated dome pads. At intersections with pedestrian signals, push button actuation should be installed to ensure that pedestrians receive a walk phase.

At the two mid-block crossings along Boston Avenue, near the 200 Boston Avenue building, striping should be repainted and signage should be added along the roadway leading up to the crossing indicating the requirement need to yield to pedestrians in



Crosswalk and ramps with truncated domes

the crosswalk. Road-mounted signage, like the example shown to the right, should be installed in the center lane striping noting the requirement to yield to pedestrians in the crosswalk. The enhanced striping and additional signage are added safety measures to increase visibility of the mid-block crossing at these locations.

Finally, proper and consistent snow removal is a key factor that can contribute to the pedestrian experience during winter months. It is essential that snow removal on sidewalks within the station area be cleared in a timely manner so pedestrians do not have to walk in the street or on snowy/icy sidewalks. Both cities must work closely with MassDOT and/or the MBTA to determine who is responsible for snow removal on sidewalks in and around the station area and create a snow removal plan that can be implemented during inclement weather conditions.



Road mounted sign

Bicycle Recommendations

Currently, the station area has very few existing bicycle facilities and connectivity is provided by a dedicated path along the Mystic River or by riding on the shoulders or in the travel lanes of local roads. Plans to improve both on-street and off-street bicycle paths are recommended in the Department of Conservation and Recreation's Mystic River Master Plan which is discussed in detail in the next section. The plan includes recommendations for improvements to the Mystic River shared-use trail and the addition of on-street bike lanes along some sections of Mystic Valley Parkway where a shared-use trail is not feasible. MAPC also recommends painting Sharrows²⁹ along Boston Avenue to mark the shared-use of the travel lane among both vehicles and bicycles. Sharrows are a cost effective way to include bike facilities on roadways where on-street bike lanes may not be appropriate. MAPC is not recommending the addition of on-street bike lanes along Boston Avenue since that would require the elimination of on-street parking which will be needed for future businesses or short-term Green Line parking.



Example of a Sharrow

Bicycle parking must be included as part of any future station design at Mystic Valley Parkway, and MassDOT should ensure that ample bike parking is provided. Since the potential station will be accessed primarily by walking and biking, bike parking is a critical piece to ensure riders have a place to park their bikes. The cities should also work with new and existing businesses in the area to ensure bike parking is provided on-site for employees and patrons. Any new larger residential buildings should also have dedicated secure bicycle parking to complement vehicular parking on-site.

Other Connectivity Considerations

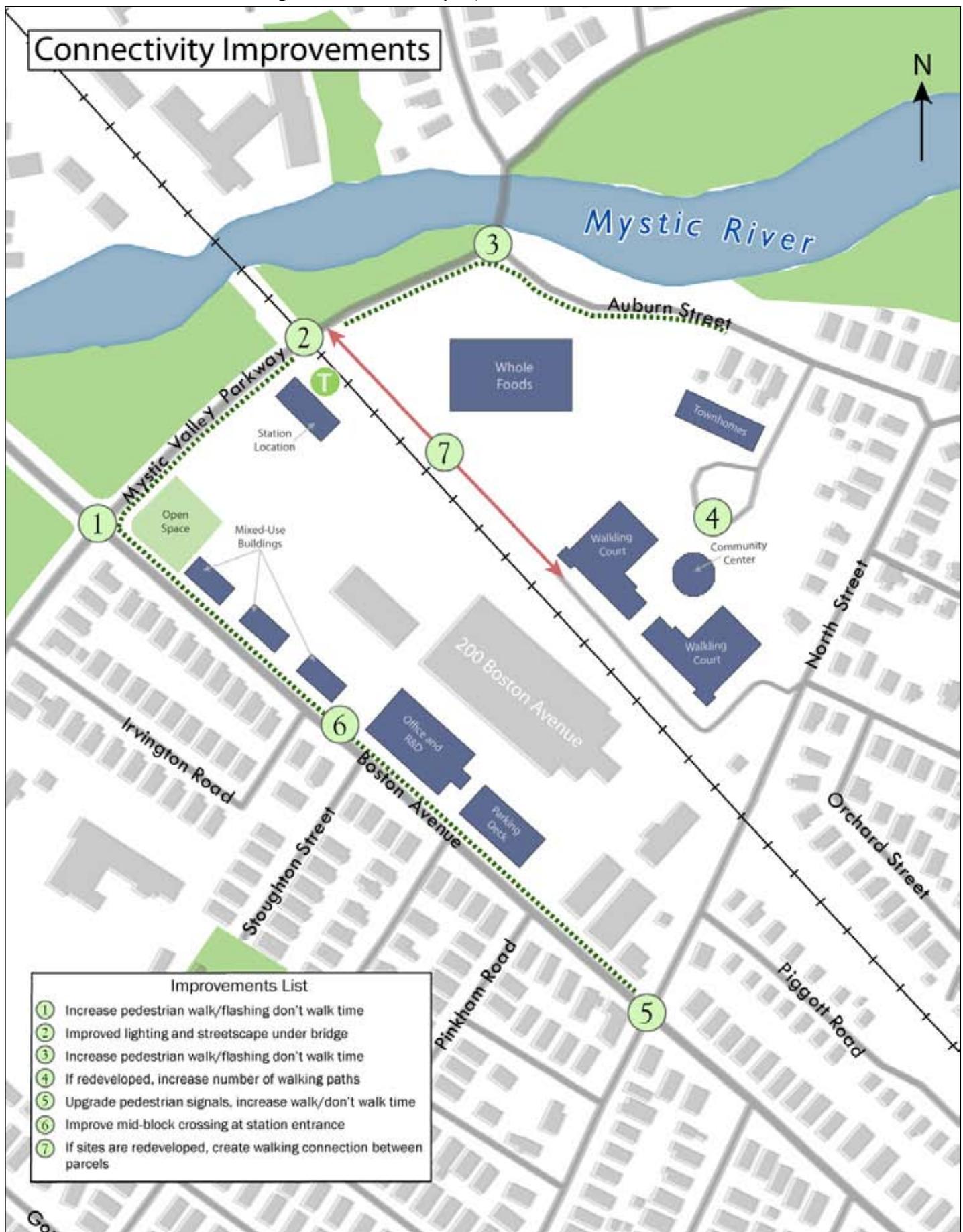
Suggestions were made during this process to include pedestrian crossing accommodations either as part of the rail bridge over Mystic Valley Parkway or constructing a separate pedestrian bridge over Mystic Valley Parkway. Both options have considerable cost and engineering constraints. The existing rail bridge over Mystic Valley Parkway is listed as a historic structure and modifying the bridge could be costly and time consuming if it is even feasible. A pedestrian bridge over the roadway is also constrained in many locations due to the proximity of the river and its banks as well as developed areas on the other side of Mystic Valley Parkway. In order to create an ADA accessible pedestrian bridge, space is needed to accommodate the slope requirements for ramps which can take up significant space. Suggestions were also made regarding the provision of a tunnel connection from the potential station to the Whole Foods parcel. This option is also cost prohibitive and an engineering challenge going underneath and existing active railroad line. Studies show pedestrians will not use an overpass or underpass if other crossing accommodations are within close proximity³⁰.

Figure 4.12 shows recommended improvements that could help site specific and neighborhood connectivity in the station area.

²⁹ On-street pavement markings indicating a shared travel lane for both vehicles and bicycles

³⁰ www.walkinginfo.org/engineering/crossings-overpasses.cfm

Figure 4.12: Connectivity Improvement Recommendations



Open Space Recommendations

Plans for future improvements to open space and parks are generally included in each community's open space and recreation plan. The plans for both Medford and Somerville were reviewed to determine if any future plans for facilities within a half-mile of the possible Green Line station had been identified. Future plans developed by DCR were also reviewed for recommendations given their large land ownership in the immediate vicinity of the possible station.

Medford

The Medford Open Space Plan is in the process of being updated and is available in draft form. The relevant portions of that draft were shared with MAPC by the planning department. The current draft, as well as previous plans, has as a goal to develop a continuous pathway system along the Mystic and Malden Rivers. The plan notes that extensive portions of this pathway currently exist, but segments are still missing. The plan notes deficiencies in the path system on the south bank of the Mystic River, as well as limited accessibility near the railroad bridge over Mystic Valley Parkway.

Somerville

The only recommendation from the 2008-2013 Open Space and Recreation Plan that is relevant to this study is for the transfer of the operation of Dilboy Field from DCR to the City of Somerville. This action item has been accomplished.

Department of Conservation and Recreation

The Mystic River Master Plan

In November 2009, DCR released the "Mystic River Reservation Master Plan" which covers parts of Medford and Somerville. One of the goals of the plan is to "strengthen the open space network with links to adjacent public open space and neighborhoods³¹". Another key element of the plan is a "continuous river corridor trail system which would be designed to provide safe access to the Mystic River from MBTA subway and bus stops and surrounding neighborhoods³²". The full report can be viewed on the DCR website, a review is provided in the Appendix of this report. Figures 4.13 and 4.14 show improvements along the Mystic River as recommended in the DCR Master Plan. These recommendations are also supported by MAPC.

³¹ DCR, Mystic River Reservation Master Plan, 2009, Page 4

³² DCR, Mystic River Reservation Master Plan, 2009, Page 28

Figure 4.13: Open Space Recommendations

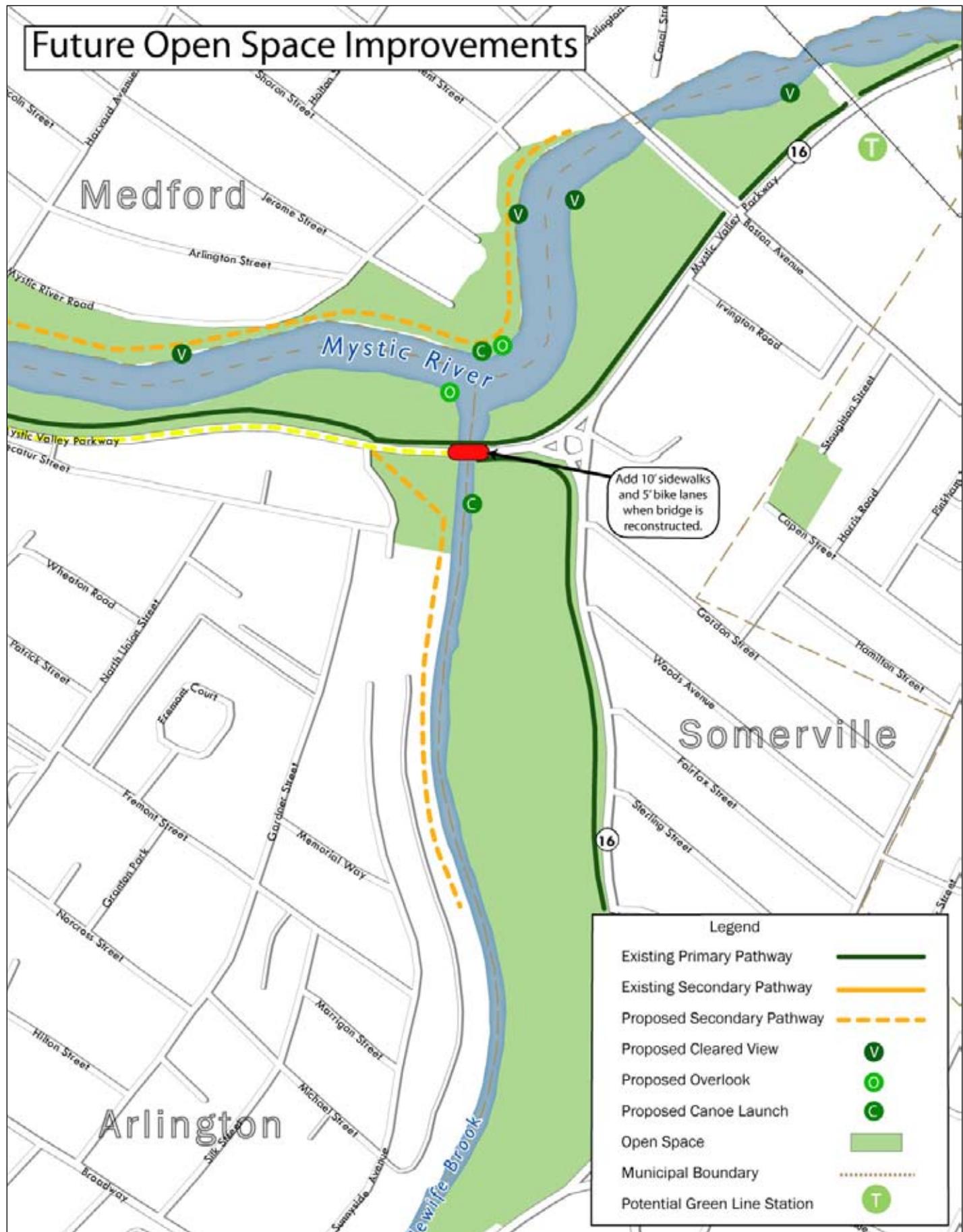
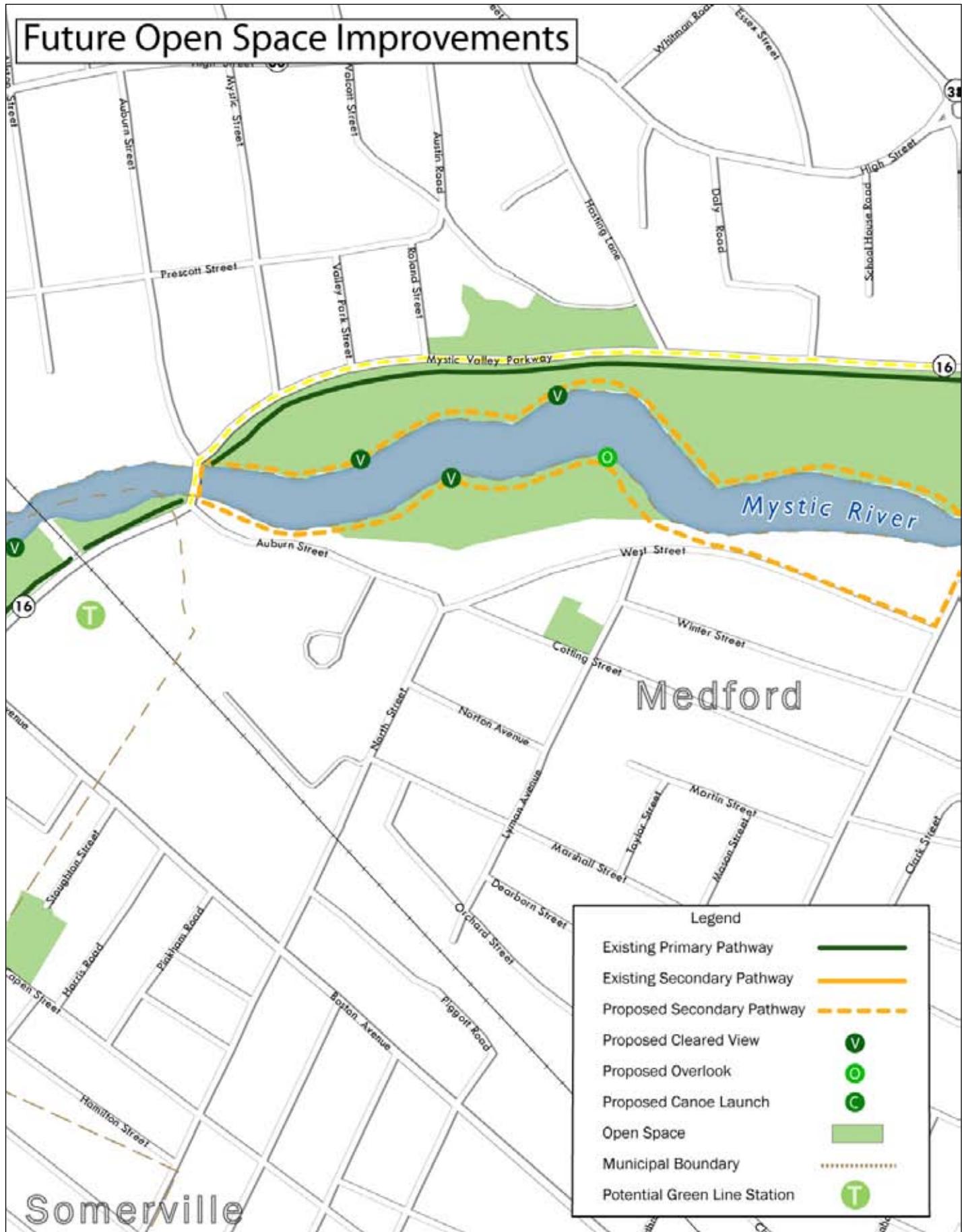


Figure 4.14: Open Space Recommendations



“Walking Routes to the River” Recommendations

On September 15, 2011, MAPC hosted a Walking Route to the River workshop. Both Medford and Somerville staff attended the workshop and participated in a mapping exercise to identify routes to the Mystic River. The recommendations that came out of the workshop were:

- Improve access from the Whole Foods site to the DCR land along the river
- Improve connections from the potential station along the park land and crossing the river at Boston Avenue
- The need for a safe pedestrian crossing near the tennis courts at Dilboy Stadium



Unimproved pathway along Mystic River



A view of the Mystic River

Incorporating Open Space into New Development

One additional way to incorporate open space into a neighborhood is to ensure larger development projects include public plazas, sidewalk cafes or pocket parks as part of the site plan. While these public and private spaces are smaller than typical parks and open space reservations, they do provide sanctuaries for people in the area and a break from the otherwise urban environment. With the potential station location and extension of the Green Line to Mystic Valley Parkway, riders will be looking for places to relax as they wait for a train, have a bite to eat in the area or just space to spend time outdoors.

- The vision for each focus area recommends different ideas for incorporating open space, which include:
- Creating a park at the corner of Mystic Valley Parkway and Boston Avenue with café space looking out onto the park
- Providing wider sidewalks along Boston Avenue for the incorporation of sidewalk cafes and outdoor seating
- Consolidating the buildings at Walkling Court to provide more open space and walking paths for residents
- Adding outdoor rooftop space and terraced private patios in the design of the building on Focus Area 4

It is critical that smaller outdoor spaces and sidewalk cafes are designed with full accessibility in mind. If sidewalk cafes are designed as part of any new or existing commercial development, proper sidewalk widths are necessary to ensure that enough room is provided for wheelchairs to pass by. A minimum of five feet should be provided as a clear zone between the edge of the sidewalk café and the beginning of the roadway curbing. If street furniture is provided in public outdoor space, it is recommended that it be movable furniture which provides for flexibility in arrangement and the furniture can be locked up or removed at night. If movable furniture is not possible, fixed furniture should be positioned to allow enough room for a wheelchair to pass between.



Small public park space



Public plaza space



Sidewalk cafe

Air Quality, Noise and Vibration

Throughout the public engagement process, MAPC heard specific concerns about potential air quality, noise and vibration impacts on abutters and surrounding residents. Overall, the Green Line Extension will have air quality benefits at the local and regional level by reducing the number of automobile trips and replacing them with transit trips. This has a direct benefit on air quality by reducing greenhouse gas emissions that those auto trips would have created.

At this time, the engineering and design of the portion of the Green Line Extension from College Avenue to Mystic Valley Parkway is not far enough along to determine the exact impacts on abutters from noise and vibration. The DEIR for the overall Green Line Extension does provide some details on potential noise and vibration impacts and also includes information on potential mitigation strategies. If the Green Line is extended to Mystic Valley Parkway, further engineering and design studies would be generated to identify any negative impacts and how they would be mitigated.

Chapter 5: Mitigation Recommendations

Managing Neighborhood Change

New transit service can present numerous opportunities that may bring forth changes in neighborhoods surrounding station areas. Major infrastructure investments, like new transit, can spur revitalization and create amenities that benefit residents of all income levels. At the same time, however, it can increase demand and may escalate housing prices, leading to displacement of low- and moderate-income households. The cities of Medford and Somerville can guide development opportunities in station areas by designing clear policies and programs to mitigate neighborhood changes - change that would result in loss of neighborhood diversity and limit housing choices. Strong regional policies and plans, such as *MetroFuture*, can bolster local policies and programs to help build local business and community support for equitable development. This chapter will explain anti-displacement strategies to mitigate potential displacement in Medford and Somerville and provide background information on tools and techniques to ensure that this potential transit opportunity is accessible for all.

While the previous chapters address issues related to land use, economic development and transportation, this section will focus on ways to create and preserve affordable housing as a way to mitigate potential displacement. This comprehensive list of strategies and policies is meant to act as a toolkit, and no one single policy or strategy on its own will mitigate impacts. Several policies and strategies will likely need to be implemented as a package to have the greatest impact for mitigation.

Recommendations for Existing Housing Stock and Protecting Households

Given the potential for rising property values in areas undergoing large-scale investments in transit, it is imperative to maintain the affordability of existing rental homes and mitigate potential property tax increases that may result from rising property values in adjacent neighborhoods. Loss or conversion of existing rental homes and rises in property taxes can make it more difficult for low-income homeowners to afford their housing costs. Local communities can take steps to preserve existing affordable rental homes and create new homeownership and rental opportunities for low- and moderate-income households over the long term.

Preserve Existing Affordable Rental Housing

The areas around Mystic Valley Parkway and College Avenue are heavily residential, but include other uses such as commercial and industrial. Preservation of existing affordable housing in this area is critical. Community Development Block Grant (CDBG) and HOME funds can be used for these activities – both housing rehabilitation and tenant-based rental assistance. Preservation of units ensures that housing is affordable to low- and moderate-income households by protecting the units in a deed restriction.

Somerville and Medford operate CDBG and HOME programs to fund activities such as housing rehabilitation. Guided by Consolidated Plans, each community allocates funds annually toward these activities and targets them to priority populations such as the elderly and disabled. The cities can choose to target neighborhoods for funding, including those along the Green Line Extension. This would enable at-risk, income-eligible owners along the corridor to qualify for priority access to housing rehabilitation funds. Funding might be targeted to preserve existing affordable housing resources and also minimize displacement of owners and tenants in single to four-family homes.

Whenever property values rise, there is a danger that owners of properties with federal housing subsidies may choose to opt out of their subsidy contracts and that owners of unsubsidized affordable rentals may raise rents or sell the buildings in preparation for conversion to condominiums or higher-priced housing units. The cities can consider adopting a preservation strategy that specifically targets location-efficient areas to help stem the loss of affordable rental homes in strong market neighborhoods, particularly around transit.

A preservation strategy may include the following elements:

- Creating a “preservation catalog” to identify and track subsidized housing near transit stations that is at the highest risk of loss (similar to the current work of the Somerville Community Corporation)
- Prioritizing the use of Low Income Housing Tax Credits and other funding sources to recapitalize and modernize location-efficient affordable homes
- Creating tax incentives to encourage the preservation of affordable rental housing
- Forging partnerships with area nonprofit organizations (including community-based organizations, housing nonprofit organizations, or community development corporations) to play an active role in the preservation of affordable housing units. This may include transferring the deed of a private property to a nonprofit organization to ensure that the property is affordable to low- or moderate-income households.

Create and Preserve Affordable Homeownership

“Shared equity” programs bring the cost of homeownership within reach of low and moderate-income households by using a formula to balance long-term affordability goals and individual asset accumulation. These programs provide an initial subsidy to lower the cost of a home and then split any price gains realized upon home resale between the seller and the city or a housing program sponsor. The sponsor’s appreciation share may either remain with the home to ensure affordability for the next qualified buyer (this is essentially a transfer of the deed restriction at the time of sale), or the appreciated value is returned to the program sponsor who might collect these funds into a larger pool to benefit other future lower-income buyers.

Homeownership programs that incorporate shared equity mechanisms are particularly useful for creating and preserving affordable homes in areas where new transit stations or other neighborhood improvements are expected to contribute to long-term home price increases. Common forms of shared equity homeownership include community land trusts, deed-restricted housing and limited equity cooperatives.

As the demand for neighborhoods around transit areas grows, existing residents can be impacted by increases in their assessed home values, leading to increases in property taxes. Those living on a limited or fixed income may be unable to find room in their budgets to cover these added costs. Some communities have taken steps to ensure that existing low-income homeowners can afford to remain in their homes as property values increase. “Circuit breaker” programs provide tax relief by freezing the assessed home value at an earlier level or freezing or reducing the overall tax bill to prevent dramatic increases. While these programs commonly target disabled households and elderly homeowners, some communities have broadened eligibility to include all low-income households³³. The Circuit Breaker program also covers eligible renters.

Increase Public Housing Authority Units for Seniors and People with Disabilities

It is critical for long-term affordability planning to include public housing. Both cities have sizable portfolios of both state and federal public housing for families, individuals, seniors, and the disabled. Somerville continues to work with the Somerville Housing Authority (SHA) and other partners on the redevelopment of Capen Court, a 95-unit state senior/young disabled environment located in West Somerville directly off Route 16, and the adjacent Visiting Nurses Association (VNA) development.

In Somerville, the SHA demolished the existing Capen Court which was 64, one-bedroom Project-Based Section 8 units for the elderly and disabled. The SHA built 95 one-bedroom units and provided the VNA Assisted Living Residences with land to develop 99 additional units. The \$7.4 million project was funded by the Massachusetts Housing Partnership (MHP) Match Program, Massachusetts Department of Housing and Community Development (DHCD) public housing funds, HOME, Community-Based Housing funds through the Community Economic Development Assistance Corporation (CEDAC), MassDevelopment tax-exempt bond financing and bond cap allocated Low-Income Housing Tax Credits for the project. As part of this study, MAPC is recommending redeveloping the Walkling Court senior housing complex in Medford to expand the number of units from 144 to 200. The City of

³³ Information about Massachusetts Circuit Breaker Tax Credit Program can be found here
<http://www.massresources.org/circuit-breaker-tax-credit.html>

Medford has also expressed interest in redeveloping the site to accommodate more senior public housing. If the Medford Housing Authority (MHA) does not have additional land or property to leverage for a redevelopment in the way that the Somerville Housing Authority did via their Capen Court redevelopment, then the MHA might consider forming either a separate non-profit or working in partnership with Medford Community Housing to carry out development. There are many successful examples of housing authorities forming a non-profit charitable arm or working in partnership with an existing non-profit organization to raise necessary funds to carry out new affordable housing development. Through their public comment process on their Five-Year Strategic Plan 2010-2015, Medford has been encouraged to look at the reuse and improvement of this property³⁴.

Other examples of housing authorities increasing housing opportunities include the Manchester-by-the-Sea Housing Authority. The Authority formed a separate nonprofit 501(c)(3) corporation, the Manchester Affordable Housing Corporation, to achieve their mission to create additional affordable housing and mixed-use development near transit. Working in partnership with the Manchester Housing Authority, the Corporation secured funding from Wainwright Bank for construction financing and permanent financing from MassDevelopment, DHCD, the Federal Home Loan Bank of Boston, the State HOME program, and MHP. The development includes commercial units, condominiums and apartments. Cable Gardens in Ipswich, Lincoln Way in Cambridge, and Summer Street in Manchester are a few examples of successful redevelopments³⁵.

Provide Additional Assistance to Very-Low-Income Households

Additional layers of assistance may be needed to reach the lowest-income households (at or below 30% of the area median income) who do not earn enough to afford the housing costs associated with a given unit. The cities can maximize benefits to very low- and extremely low-income households by combining a variety of approaches (of those listed above) while leveraging state and federal subsidy programs. It would be up to each city to determine the appropriate approaches which would work best in leveraging subsidies.

One example of this might be, using state or federal Section 8 Housing Choice Vouchers to help cover the gap between the amount extremely-low and very-low income households can afford to pay and the rent of a basic market-rate unit. Households often use vouchers wherever they choose (making the voucher mobile); however, the public housing agencies that administer the program can also attach up to 20 percent of their vouchers to specific developments, including those near transit and in other location-efficient areas. This authority to “project-base” vouchers can be used to ensure that very low-income households have access to well-located communities. MAPC recommends that both cities look at attaching vouchers to new development around transit and making a condition of development approval be based on a commitment to give voucher-holders first priority to rent a share of available units. A preference for funding could also be given to projects that set aside units for voucher recipients.

Provide Tenant Relocation Assistance

There is the possibility that with higher rates of development and redevelopment, changes may occur within the neighborhood which may necessitate tenant relocation. To help with tenant relocation, municipalities can adopt a relocation assistance program. This could come in the form of a Condominium Conversion Ordinance. This type of ordinance provides assistance to renters whose unit's tenure is being converted from rental to ownership.

Somerville utilized Tenant Relocation Plans for past developments as part of the Somerville Condominium Conversion Ordinance. Under that ordinance, when a landlord's tenants might be displaced by a conversion, they become eligible for assistance through the Tenancy Stabilization Program offered by the Somerville Community Corporation and funded through the Somerville Affordable Housing Trust. The Program helps tenants search for affordable rental housing opportunities throughout the City of Somerville. The program also helps income eligible tenants with utility arrearages, one time rental assistance and moving costs at a cap of \$3,000 per eligible household.

³⁴ City of Medford Five-Year Strategic Plan 2010-2015

http://www.medford.org/Pages/MedfordMA_ComDev/StrategicPlan.pdf, p. 30.

³⁵ For additional examples and models, refer to The Faces of 40B: Profiles of Families in Affordable Housing. Citizens' Housing and Planning Association. 2003.

The PASS Program is administered by the Somerville Homeless Coalition (SHC) and funded with city HOME funds as well as funds from the Somerville Housing Trust Fund. The program provides rental assistance to households at risk of becoming homeless.

Somerville also makes owners of properties aware that some tenants are low- to moderate-income households, and others are elderly or disabled. In those cases, the owner is required to provide a 2-year notice to tenants prior to displacement per City of Somerville Code of Ordinances Chapter 7 Article IV §7-67, Notification of Conversion.

MAPC recommends that Medford consider adoption of a program such as the above-referenced Condominium Conversion Ordinance that addresses the loss of existing rental units and that Medford provide an accompanying Tenant Relocation Plan for the loss of any rental unit around station areas.

Tenants may be afforded the opportunity to purchase a converting unit. In Washington D.C., the Tenant Purchase Opportunity Act allows tenants the right-of-first-refusal when a landlord decides to sell their property. Under TOPA, a landlord must provide tenants with an offer of sale. This can occur either before or after the landlord has signed a contract with a third party. The offer must include the asking price, a statement regarding whether a third-party contract is in place, and a statement by the owner to make available to the tenants, within seven days after receiving a written request, certain information about the property, including a floor plan of the building if available, and monthly operating expenses³⁶.

Another strategy for relocating lower-income households in transit areas to prevent displacement is through an Accessory Dwelling Unit (ADU) Program. A municipality can adopt two types of ADU Bylaws: a general ADU Bylaw and an Affordable ADU. In either case, the ADU is a self-contained housing unit within a single-family dwelling. The purpose of the bylaw is to provide the following:

- Safe and decent housing
- Provide financial stability to homeowners at risk of displacement
- Companionship and security for elderly homeowners and people with disabilities
- Housing for persons with disabilities

The Affordable ADU would provide the same benefits outlined above and also be rented to income-eligible households, whose gross household income does not exceed 80% of the area median income. The Affordable ADU is an additional means for cities to maintain their affordable housing stock. In order for affordable units to qualify for inclusion on the cities' Subsidized Housing Inventories they must have a deed restriction that outlines income-eligibility and rental limit requirements. Cities must also conduct affirmative outreach and fair marketing for the unit.

Requirements for either unit typically specify that:

- The property owner must reside in the home. Absentee landlords are not allowed
- The rental unit must be a complete, separate housing unit containing both a kitchen and a bathroom
- Only one accessory dwelling unit may be created within a dwelling
- The accessory unit shall contain no more than two bedrooms and may not be occupied by more than three occupants
- The accessory dwelling unit must meet the State Building Code, Title V of the State Sanitary Code, and local, state, and federal fire codes

As with market rate units, the homeowner may select their tenants. In this case, the selection pool is narrowed based on a list of interested and income-qualified tenants that would be maintained by the cities or a sponsor organization. Federal and State Fair Housing Laws would apply to these units and would therefore prohibit the discrimination of tenants on the basis of race, creed, color, sex, age, disability, marital status, familial status, veteran status, sexual orientation, national origin or any other basis.

³⁶ For more information about the effectiveness of this strategy, see <http://content.knowledgeplex.org/kp2/cache/documents/1834/183436.pdf>

Recommended Future Land Use and Policy Strategies

Consider Land Banking and Disposition Policies

Research by the Center for Housing Policy shows housing prices and land values are affected by transit in two instances: from the time a new line is announced but before it opens and from up to six years after new transit service becomes available³⁷. Given the timeframe for the Green Line Extension, acquiring land and buildings along the transit corridor may have a long-term benefit for local efforts to ensure and preserve housing affordability. Because of the potential for speculation of land prices and values, acquisitions for the creation of affordable or mixed-income development would need to occur in the near term. Through the U.S. Department of Housing and Urban Development Community Challenge Grant, the City of Somerville is developing a Land Bank with the intent of preserving and developing affordable housing. With land and building values being potentially high, development scenarios would likely benefit from a mix of affordability levels such that the market rate units would offset a portion of the cost of affordable unit creation. Depending on how the Land Bank is structured, the City may choose to directly purchase property or might issue lower-cost loans, forgivable loans, or grants to enable a purchase by a third party, such as a community-based organization. Due to the potential for market shifts, either strategy involves an element of risk and loss. Public funding to capitalize a local fund is critical for this reason.

An accompanying strategy relates to the disposition of public land or buildings. Neither Medford nor Somerville has an official public land or building disposition policy that could lead explicitly to the preservation or creation of affordable housing. This type of strategy may be useful in areas around proposed stations. Either city might own undeveloped, surplus or underutilized land and buildings that might be re-purposed while accommodating higher density mixed-use or residential development that includes affordable homes.

Through this strategy, either City would define the type of affordable housing development they are seeking through a Request for Proposals (RFP) process. The RFP would provide prospective developers with direction regarding:

- The number of affordable units
- The affordability terms for units
- The tenure of units created
- The building program (e.g. housing for veterans or housing for seniors)
- Available subsidies for affordable units or residents
- Outline the ownership model: either the City would sell the land or building to a developer/owner or the City would provide a long-term lease for property disposition

Either method is viable; discussion with legal counsel is critical for compliance with state requirements applicable to the disposition of public property. Regardless of the chosen model, this strategy would help ensure that future land or buildings within the area include affordable housing³⁸.

The Land Bank and Disposition Tool might eventually be supported by the Regional Transit-Oriented Development Fund; currently being studied by MAPC and eventually developed by Local Initiatives Support Coalition (LISC) and Conservation Law Foundation (CLF) Ventures, to support project debt and equity respectively. The Regional TOD Fund could potentially assist in the acquisition, construction, or rehabilitation of property near existing or planned transit. The eligibility and location guidelines for these funds are currently under development, but we hope they will lead to the development of new affordable homes and the preservation of existing rentals.

At the state-level, the Executive Office of Housing and Economic Development (EOHED) recently consolidated six separate funding programs into the new MassWorks Infrastructure Program. This program provides grant funding

³⁷ This literature review provides further information about transit impacts in a variety of settings. Wardrip, Keith, Public Transit's Impact on Housing Costs: A Review of the Literature. Center for Housing Policy. 2011.

³⁸ For more information about this strategy, refer to Developing Affordable Housing on Public Land: A Guide for Massachusetts Communities. Massachusetts Housing Partnership. 2005.

for publicly owned infrastructure with the specific aim of job creation and economic development. One of the focus areas of the program is funding infrastructure supporting transit-oriented development, which includes supporting projects that advance the development of affordable housing.

There are a range of zoning and financial tools that can be used to facilitate the development of new market-rate housing units while preserving affordability which include: inclusionary zoning, tax-increment financing with an affordable housing set-aside, linkage fees, affordable housing trust funds, and developer agreements.

Strengthen Inclusionary Housing Policies

Building off of recommendations in the 2006 Medford Housing Plan, MAPC recommends that Medford adopt an Inclusionary Housing policy. Inclusionary Housing would require or provide incentives for developers of new market-rate homes to set aside a percentage of units for low- and moderate-income households. Participating developers typically qualify for a variety of benefits to offset the cost of providing the affordable units, including expedited permitting and review processes, and density bonuses. Density bonuses allow the creation of more units on a site than would otherwise be permitted by the underlying zoning. Reduced parking requirements can also be applied. When tailored to local conditions, inclusionary housing can be an effective tool to increase the availability of affordable housing. These cost offsets would be especially effective near transit stations typically characterized by higher-density housing and a mix of uses with connectivity for walking or biking. The neighborhoods adjacent to the Green Line Extension would therefore be ideal locations for effective inclusionary housing.

While many municipalities allow, and occasionally encourage, developers to make payments in lieu of building on-site affordable housing, MAPC recommends that affordability be incorporated on-site into new developments. MAPC also recommends that more stringent inclusionary requirements be targeted toward station areas or have higher requirements directed toward areas and households with specific income thresholds vulnerable to displacement. The City of Somerville currently has an Inclusionary Housing program.

Develop Tax Increment Financing (TIF) Districts

Municipalities can create TIF districts to stimulate economic development within a targeted area³⁹. Upon designation of a TIF district, the locality establishes a base property tax level, based on the assessed value of existing properties within the district, and then invests in infrastructure improvements intended to catalyze additional private investment. Over the life of the TIF district, the incremental increase in property tax revenues (above the base) is used to repay the cost of the improvements. In the context of transit-oriented development, tax increment financing can be an effective tool for covering the cost of infrastructure such as roadway improvements, streetscape improvements, and bike and pedestrian paths around new transit stations.

In addition to transit-related infrastructure, the Cities may decide to set aside a portion of TIF proceeds to support the creation or preservation of affordable homes within the district. The affordable housing funds help to ensure that affordable housing remains in these neighborhoods. Given the intense competition for TIF funds once they materialize, it is important to require the set-aside of TIF funds for affordable homes when the TIF District is first established.

Strengthen or Develop Linkage Fee Programs

Linkage fees are modest charges that are levied from new non-residential and/or market-rate residential construction at the time of development to help ensure that the creation of affordable homes keeps pace with local economic development and job growth. Fee revenue is typically deposited into an affordable housing trust fund, for use in accordance with local needs and priorities. For example, the City Somerville has a commercial linkage fee program which funds their Affordable Housing Trust Fund. In Somerville, a fee of \$3.91 per square foot on new development above 30,000 sq. ft. is collected. Neighboring communities have similar fee structures: Cambridge has

³⁹ For more information about TIFs, go to

http://www.mass.gov/?pageID=ehedterminal&L=3&L0=Home&L1=Start%2C+Grow+%26+Relocate+Your+Business&L2=Taxes+%26+Incentives&sid=Ehed&b=terminalcontent&f=mobd_fin_fund_tif_info&csid=Ehed

a \$3.20 fee and Boston has a \$7.28 fee⁴⁰. Linkage fees could be specifically tied to transit areas and then used to create affordable housing opportunities.

Consider the Role of Municipal Affordable Housing Trusts

A local housing trust allows municipalities to collect funds for affordable housing, segregate them out of the general municipal budget into a trust fund, and use the funds for local initiatives to create and preserve affordable housing. The City of Somerville's Affordable Housing Trust Fund (SAHTF) was established to "preserve and create affordable rental and homeownership units in Somerville and carry out programs to directly assist homeowners and renters. All of its activities must benefit low to moderate-income households (with incomes at or below 110% of area median income)." MAPC recommends that the City of Somerville amend the AHTF's annual action plan to allocate funds for preservation of properties along the transit corridor to lower-income households (at or below 60% of the area median income).

A new state law enacted in 2005, the Municipal Affordable Housing Trust Fund Law (MGL c.44 s.55C), effectively simplified the process of establishing a local housing trust fund. Under the new law, towns are no eligible to create their own trust funds and can do so through their local legislative body. The law also set guidelines on what local housing trusts can do and specifics as to who can serve on a local housing trust board and what powers a community can grant the board.

Examples of what a local affordable housing trust fund can do include:

- Provide financial support for the construction of affordable homes by private developers (non-profit or for-profit)
- Rehabilitate existing homes to convert to affordable housing
- Increase affordability in new housing development projects
- Develop surplus municipal land or buildings
- Preserve properties faced with expiring affordability restrictions
- Create programs to assist low- and moderate-income homebuyers
- Create programs to help low- and moderate-income households make health and safety repairs
- Educate and advocate advancing affordable housing initiatives

In conjunction with the above local tools, the cities of Medford Somerville have previously formulated Developer Agreements in order to gain community benefits from larger-scale developments. MAPC recommends that the cities consider formulating Developer Agreements that ensure a share of new development is affordable to low- and moderate-income households. To address the housing needs of households with lower incomes, a developer agreement might include the preservation of existing low-income housing or the development of new low-income housing near station areas.

Ensure Long-Term Affordability

Public funds will be needed to ensure that a portion of housing units near transit are affordable to low-and moderate income households. To protect this public investment and ensure that such households have continued access to sustainable communities, these public investments should be accompanied by legal requirements that ensure housing remains affordable over the long-term. The affordability requirements built into many inclusionary housing programs expire after a relatively short period, sometimes within 10 to 15 years, after which units may be rented or sold at market rates. In contrast, fixed-rail transit systems are designed to operate for many decades, outlasting even the 15- or 30-year federal affordability requirements. Once the below-market units are lost, the high cost of land around station areas will likely make it difficult to create additional affordable homes. Building long-term affordability requirements into inclusionary housing and other affordable housing programs can help to limit the loss of these units over time, preserving affordable housing opportunities for future generations.

⁴⁰ For more information about the Linkage Ordinance see An Act Establishing a Project Mitigation Contribution or Linkage Program for Affordable Housing in the City of Somerville
<http://www.ma legislature.gov/Laws/SessionLaws/Acts/2005/Chapter159>

Affordable housing can take between five to ten years on average to develop and often requires between seven to ten funding sources. Many of the major programs that fund affordable housing do not require or effectively encourage long-term affordability. For instance, the HOME program—the largest federal program dedicated to affordable housing—requires a minimum affordability period of only 15 years for major investments in affordable homeownership and a minimum affordability period of only 20 years for new construction of rental housing. In addition, regulations for other major tools that support homeownership for lower income households, like FHA insurance, are not always compatible with programs that seek to provide long-term affordability, such as a community land trust. The Commonwealth of Massachusetts M.G.L. Chapter 40B requires a minimum 15-year term of affordability for units to be counted on the Department of Housing and Community Development's Subsidized Housing Inventory.

A 15- to 20-year term of affordability may not be long enough to ensure that lower-income households are provided the opportunity to benefit from the transit opportunity. Given the price impact of transit access over time (according to studies by the Center for Housing Policy), it is recommended that affordability periods are extended for a longer-term 30 to 40-years or in perpetuity. Examples of programs that might effectively provide a longer term of affordability are shared-equity homeownership, community land trusts or longer term deed restrictions on rental housing.

Engage Residents in the Participation Process

Future development plans should include the participation of residents in the planning and approval process. Engagement during the planning process may ensure their long-term participation in planning activities and plan implementation. This may also assist with minimizing the displacement of residents with greater information about the planning and development process and the associated opportunities.

Achieving any of the aforementioned strategies may take effort to gain community agreement. Outreach and education helps existing residents to vocalize the need for affordable housing. Significant community reinvestments and investments in development around transit might benefit from the inclusion and support of community members. The community may be instrumental in designing community benefits agreements (CBAs) that include larger than required affordable housing set-asides and other assistance or offsets, including open space subsidies or parking set-asides.

Devise Community Benefits Agreements

CBAs are contracts executed between community-based organizations and one or more developers. They outline the developer's commitment to provide mitigation to offset potential impacts associated with a proposed development. "CBAs are legally binding and are commonly incorporated into the City's developer agreements."⁴¹

The Partnership for Working Families contends that CBAs work because:

- Community benefits help generate public support for economic development projects
- CBAs hold developers accountable for their promises to local governments and residents
- Community benefits programs can transform regions through stronger, more equitable economies
- Public input results in better projects that benefit the whole community and attract local customers
- Time is money, and projects with CBAs often enjoy a faster, smoother entitlement process

One of the biggest challenges of community benefits agreements is enforcement. If components of the community benefits agreement are included in a Special Permit Order of Conditions, the developer of the property must meet all conditions prior to a Certificate of Occupancy is issued. This is often enforced by a Zoning Enforcement Officer in coordination with city planning officials.

⁴¹ The Partnership for Working Families, <http://www.communitybenefits.org/section.php?id=155>, 2011

Coordinate Long-Term Planning

The effective coordination of long-term housing and transportation plans is critical for the future success of many of the aforementioned programs and policies. To encourage housing agencies to consider locating affordable housing investments under HOME and CDBG near transit and in other location-efficient areas, Medford and Somerville could coordinate their individual Consolidated Plans with the Boston Metropolitan Planning Organization's Long-Range Transportation Plan, the Regional Housing Plan⁴², and *MetroFuture*.

Among other things, such coordination should involve consideration by city housing, economic development and planning officials responsible for submitting the Consolidated Plans of:

- The impacts of planned transportation investments on housing affordability
- How their plans advance regional housing affordability and fair housing goals
- How their plans will help to reduce the combined costs of housing and transportation for low- and moderate-income households, in light of the accessibility and affordability of transportation options near planned housing investments
- How they plan to ensure that low- and moderate-income households have access to permanently affordable rental housing and homeownership within close proximity to public transit stops, job centers and other essential destinations
- How their plans for both housing and economic development investments align with regional and neighborhood transportation investments

For example through the Comprehensive Plan process, Somerville has identified housing goals that align well with the aforementioned strategies including: providing housing choice; encouraging mixed-use transit-oriented development; mitigating displacement of low- and moderate-income residents by retaining the existing affordable housing stock; and creating policies that allow residents to remain in their homes in the face of a changing city. Further, the Comprehensive Plan states that the city wants to promote affordable housing and foster employment and economic opportunities for low and moderate income residents of Somerville.

Medford also clearly states in their Consolidated Plan their intention to increase affordable housing stock. They explain that “low to moderate income working people who do not qualify for housing subsidies are most affected by rapidly increasing housing prices in the City of Medford. The key to creating more affordable rental units is production.” Strategies include:

- Develop strong partnerships with local or regional for profit and non-profit organizations capable of developing low and moderate income housing.
- Encourage and partner with private developers to include affordable units in their projects via providing support and access to HOME and other federal and state incentives.
- Support housing development proposals that use project-based Section 8 vouchers
- Target the need for greater housing options for extremely low income and very low income households (from 0 to 50 percent of median income) by identifying state and federal resources that can provide deep subsidy for rental housing units in new projects
- Encourage the North Suburban Consortium to develop new Tenant Based Rental Assistance Program for individuals who need short-term rental assistance. This would help households who have significant housing cost burdens. The targeted population for this potential program would be for families who are at or below 60% median income and do not currently participate in another rental subsidy program⁴³

The city has also recognized the potential impact on businesses and residents in stations areas of Medford. The Plan also states support for a strategy to create transit-oriented development related to the Green Line Extension to Medford Hillside and Mystic Valley Parkway as a component of expanded economic opportunity, livability and community well-being.

⁴² The Regional Housing Plan, being developed by MAPC and other regional partners, is a regional assessment of housing needs and a regional housing policy action plan.

⁴³ City of Medford 5 Year Strategic Plan 2010-2015

http://www.medford.org/Pages/MedfordMA_ComDev/StrategicPlan.pdf, p. 44-49

Strategies for Preventing Displacement of Businesses and Jobs

Business and job displacement may occur indirectly in an area facing development pressure or undergoing revitalization. This may be caused by changing demographics, shifting demand for retail products, rising commercial rents, or the challenge of maintaining business operations due to infrastructure and construction activity in a revitalization zone. Similar to the strategies focused on ensuring stable housing options, strategies to ensure business stability focus on ways to direct funding and programs while ensuring that local policies reflect the cities interest in preventing displacement.

Preserve Local Commercial Activity

Increased property values can also result in the displacement of existing businesses. Business owners who are faced with higher rents or property taxes may be forced to move unless their incomes keep up with the increased costs. Businesses also rely on their customer base and may be challenged by a shifting base if the residential community they rely on is displaced from the neighborhood.

Strategies to prevent indirect displacement of businesses are similar to those that can be used to prevent indirect displacement of residents:

- **Inclusionary Business Development Policy** – Somerville and Medford should develop a policy that any new mixed-use development agreement require developers to set aside at least 10% of all retail spaces for locally-owned small businesses

Boost Local Economy with Local Hiring

Local Chambers of Commerce might assist with job creation and business development by instituting a program that encourages local employers to hire local people. Businesses in the program could help identify potential employees and match them with employers. New businesses might be required to hire at least 50 percent of their workforce from the local community.

- **First Source Hiring** - First Source hiring programs are gaining popularity throughout the U.S. These programs help recruit and screen low-income job-seekers, coordinate job training and support services and most importantly, establish agreements with local employers to hire new employees through the First Source center before advertising positions to the public at large. A Community Benefits Agreements discussed on page 86 could outline specific First Source requirements
- **Wage Standards** - Jurisdictions throughout the U.S. have living wage requirements. These laws require businesses that receive government subsidies to pay their workers a family-sustaining wage. That wage might be related to housing and other needs, for example the National Low Income Housing Coalition provides a rental housing wage in their annual Out of Reach report⁴⁴

Both the City of Medford and Somerville have taken steps to identify and prioritize economic development needs that address some of the potential issues outlined above. For example Somerville identifies the following economic development needs and priorities as high:

- Redevelopment of Under-Utilized Districts
- Improved Transportation Access
- Revitalization of Commercial Districts
- Increased Job Growth⁴⁵

⁴⁴ Reports are available at www.nlihc.org including a searchable database of housing wages by metro region

⁴⁵ City of Somerville Five Year Consolidated Plan 2008-2013, p. 89

The City of Somerville also discusses strategies to achieve these priorities, including that they will:

- Provide technical assistance to business owners to ensure health of businesses
- Facilitate access to capital and financing through programs such as the City's Small Business Loan Program
- Assist with physical improvement of commercial spaces, such as through the Storefront Improvement Program
- Encourage collaboration among businesses in commercial districts such as through a shared marketing program, area-wide events, and possible establishment of a Business Improvement District
- Inform businesses about federal and state programs that encourage and support local hiring
- Encourage local workforce development organizations to initiate programs and services in Somerville
- Increase the opportunity of jobs for youth and disabled in collaboration with business community
- Continue to support Main Street organizations⁴⁶

The City of Medford states the following objectives to achieve their economic development goals:

- The Storefront and Business Improvement Program provides financial incentives toward storefront and related rehabilitation in economically deteriorating business areas and to those that create jobs for low and moderate income individuals
- A business and retention plan, as well as a parking plan, will be done to foster job growth and retention in the downtown area
- A partnership with ACCION, USA will enable the support of business expansion for low and moderate income persons⁴⁷

The City of Medford commits to economic development and job creation goals in West Medford by, "...providing financial incentives towards storefront rehabilitation in addition to providing parking, lighting, landscaping, tree planting, and related street and sidewalk improvements."⁴⁸

Both cities might strengthen these goals and objectives by concentrating greater funding and other resources in areas where there is a displacement risk. When possible, the cities might strengthen their individual efforts by working collaboratively to achieve job creation and retention goals and goals to protect existing commercial districts, including joint participation in area workforce development programs, joint marketing and outreach programs to businesses, and joint business development and funding programs for local businesses.

⁴⁶ City of Somerville Five Year Consolidated Plan 2008-2013, p. 91-94

⁴⁷ City of Medford 5 Year Strategic Plan 2010-2015

http://www.medford.org/Pages/MedfordMA_ComDev/StrategicPlan.pdf, p. 113

⁴⁸ Ibid, p. 115

Conclusion

This report presents an analysis of the potential land use and economic development benefits and impacts that could be associated with the extension of the Green Line to Mystic Valley Parkway. While development potential and associated benefits do exist, it has a limit in scale and service area.

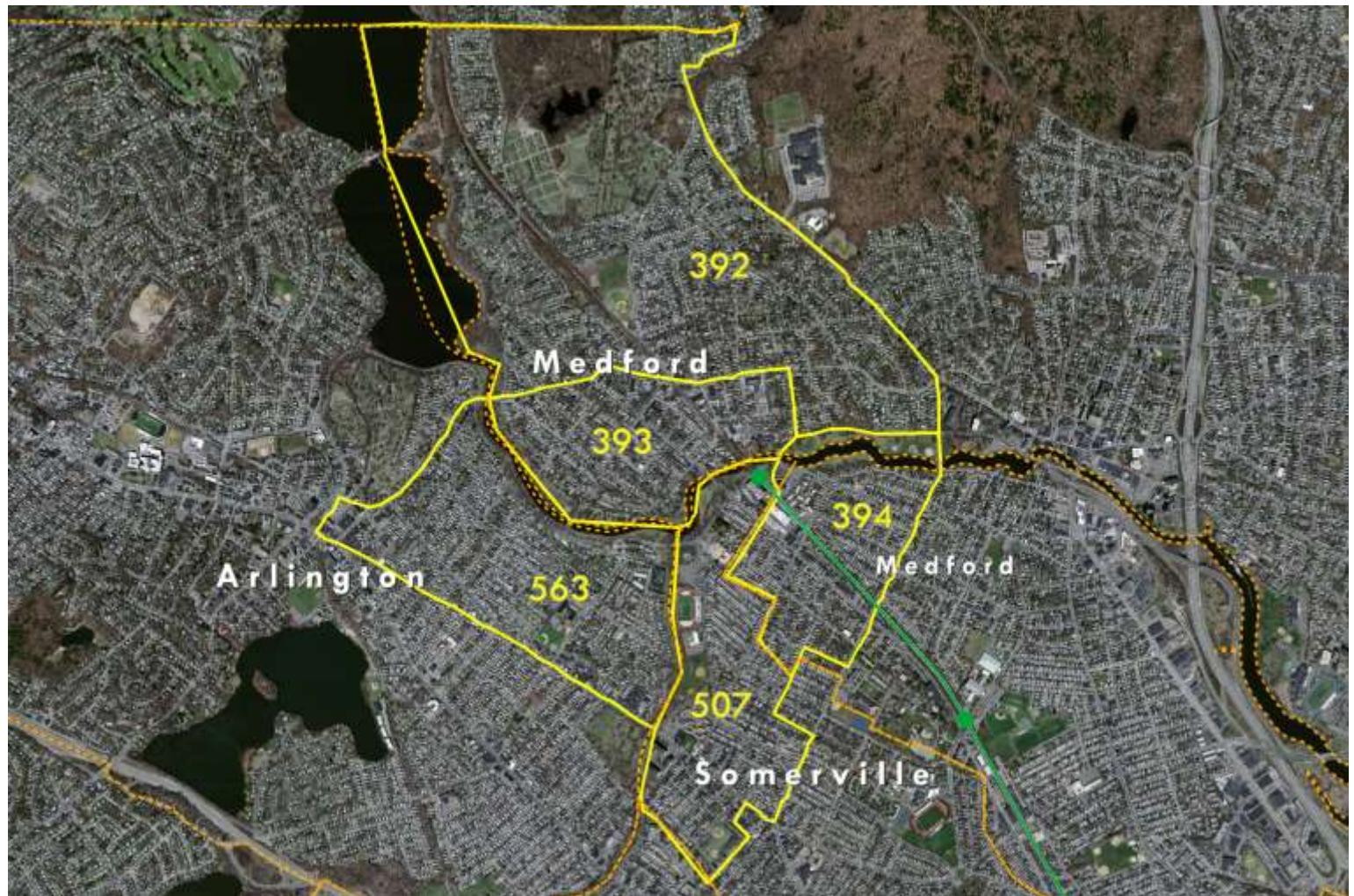
If a station is constructed at this location in the future, steps should be taken to ensure that future planning for development and infrastructure take advantage of the investment made through the extension. These steps would include:

- The creation of a mixed-use overlay district to promote coordinated neighborhood-scale development outcomes
- Push for quality design of new buildings that enhances the existing neighborhood character and minimizes visual and physical impacts
- Continue to tap into emerging office markets such as biotech, healthcare and business-to-business services
- Develop retail that draws income from the surrounding neighborhoods, this area most likely will not draw a regional market
- Improve pedestrian and bicycle infrastructure to create a walkable and bike-friendly travel environment
- Build upon the excellent natural and recreational resources that connect the station area to surrounding neighborhoods and communities
- Adopt policies that both preserve existing affordable housing and create new affordable housing opportunities

The extension of the Green Line and the associated recommended vision matches well with established goals and objectives of the regional plan, *MetroFuture*, and with the existing and future plans of both the City of Medford and the City of Somerville.

Appendix 1: Existing Conditions Data

Figure A1: Census Tract Map:



Land Use and Zoning:

The uses in the following two tables are arranged by zone, with the single family zoning district the most restrictive, and the commercial/business/industrial zones allowing a greater variety of uses.

Table A1: Medford Zoning within the Study Area

Zone	Allowed Uses*	Special Permit Uses*
SF-1 Single Family 1	Detached single family dwelling Hospital, school, college or university not operated as a gainful business	Public entertainment & recreation facilities Assisted living facilities not to exceed 35 ft. or 2.5 stories
GR General Residence	Detached single family dwelling Detached two family dwelling Attached single family dwelling W/two dwelling structure Public entertainment & recreation facilities	Lodging house or boarding house Assisted living facility not to exceed 50 ft or 4 stories Community center or adult ed. center not conducted as a gainful business
Apt 1 Apartment 1	Detached single family dwelling Detached two family dwelling Attached single family dwelling W/2 dwelling structure W/3 or more dwelling structure Multiple dwellings not over 3 stories in height	Lodging house or boarding house Assisted living facilities not to exceed 50 ft or 4 stories Medical office
C-1 Commercial 1	Multiple dwellings not over 3 stories in height Multiple dwelling not over 75 feet or 6 stories in height Hotel or motel not over 140 feet in height Community center or adult educational center not conducted as a gainful business Medical office Business or professional office Retail sales Eating place other than a drive-in eating place Consumer service business	Assisted living facilities not to exceed 75 ft or 6 stories Private entertainment and recreational facilities except adult video stores/motion picture theaters Gasoline service station
I Industrial	Manufacturing, including assembly, fabrication and processing and reprocessing of materials Research and testing labs Plumbing shop, carpentry shop and other similar services Wholesale bakeries, food	Trade, professional or other school operated as a gainful business Medical office Business or professional office Retail sales

	processing, laundries Private recreational club, not operated as a gainful business and for members only Gasoline service station	
ROC Recreational Open Space	Public open recreational uses Public entertainment & recreation facilities	Private open recreational uses, available to the public Private recreational club or lodge, not operated as a gainful business and for members only
ALL Zones listed above	Public open recreational uses Place of Worship Production of crops, horticulture	

* This is a partial listing; see Chapter 94, Zoning of the Code of Ordinances, City of Medford

Table A2: Somerville Zoning within the Study Area

Zone	Allowed Uses*	Special Permit Uses*
RA Residence A	1 and 2 family dwelling units; 2-unit Town Houses Existing dwelling converted for up to 2 dwelling units Tourist home up to 2 rooms Home occupation	Existing dwelling converted for up to 3 dwelling units Boarding house, up to 5 person; Tourist home for 3 rooms Bed and breakfast Congregate housing Office within a primary resident of a recognized profession Enclosed shop/storage facility for a resident tradesperson
BA Business A	<u>Residential Uses:</u> 1,2,3 family dwellings; Town houses with 2 or 3 units; Conversions for 2 or 3 units <u>Office Uses:</u> 9,999 gross s.f. or less <u>Business Services:</u> Beauty salon, laundromat, bank, specialty food store, etc. 9,999 gross s.f. or less Restaurant, other than fast food less than 5,000 g. s.f.	<u>Residential Uses:</u> 4 or more dwelling units; conversions for 4 or more dwelling units; <u>Office Uses:</u> Exceeding 9,999 gross s.f. <u>Business Services</u> Exceeding 9,999 s.f. Restaurants 5,000 gross s.f. or larger
NB Neighborhood Business	<u>Residential Uses:</u> 1,2,3 family dwellings; Town houses with 2 or 3 units; Conversions for 2 or 3 units <u>Office Uses:</u> Less than 5,000 gross s.f. <u>Business Services:</u> Beauty salon, laundromat, bank, specialty food store, etc. less than 5,000 gross s.f. Restaurant, other than fast food less than 2,500 g. s.f	<u>Residential Uses:</u> 4 or more dwelling units; conversions for 4 or more dwelling units; <u>Office Uses:</u> 5,000 gross s.f. or larger <u>Business Services:</u> 5,000 gross s.f. or larger Restaurants 2,500 gross s.f. or larger
IA Industrial A	General industrial uses, including manufacturing, assembly 24,999 gross s. f. or less Laboratory for research, testing 9,999 s.f. or less Shop and storage for tradesmen, such as carpenter plumber, etc. 9,999 gross s.f. or	General industrial, laboratory uses exceeding the s.f. thresholds Artist Live/Work Space

	less	
OS Open Space	Public park, playground, recreational facility less than 10,000 gross s.f. Private, non-profit outdoor recreational facility less than 10,000 gross s.f.	Public park, playground, recreational facility more than 10,000 gross s.f. Private, non-profit outdoor recreational facility more than 10,000 gross s.f. Non-profit community Center

Table A3: Medford Parking Ordinance for Zoning in the Study Area

Zone	Allowed Use	# Spaces
Single Family 1	Single Family Home	2 spaces per dwelling unit
General Residence	All Residential Uses	2 spaces per dwelling unit
Apartment 1	All Residential Uses	2 spaces per dwelling unit; may be reduced for multiple dwellings not over 6 stories by applying for a special permit from the Board of Appeals.
Commercial 1	Hotel or motel Community center Medical, business, professional office Retail sales Eating place Consumer services	1 space per guest sleeping room 1 space per 750 sq. ft. of space 1 space per 350 sq. ft. of space 1 space per 350 sq. ft. of space 1 space per 350 sq. ft. of space 1 space per 350 sq. ft. of space
Industrial	Manufacturing, assembly, etc Research and testing labs Plumbing, carpentry, repair shops	1 space per 2 employees 1 space per 2 employees 1 space per 350 sq. ft. of space
Recreation Open Space	Public open recreational uses	1 space per 750 sq. ft. of space

Table A4: Somerville Parking Ordinance for Zoning in the Study Area

Zone	Use	# Spaces
Residential A	Studio/efficiency unit 1 or 2 bedrooms 3+ bedrooms	1 space 1.5 spaces per dwelling unit 2 spaces per dwelling unit
Business A	Office Uses Business Services Restaurant	1 space per 500 s.f. 1 space per 450 s.f. .75 per employee plus 1 per 4 seats OR 1 per 110 gross s.f. whichever is greater
Neighborhood Business	Office Uses Business Services Restaurant	1 space per 575 s.f. 1 space per 550 s.f. .75 per employee plus 1 per 4 seats OR 1 per 110 gross s.f. whichever is greater
Industrial A	Industrial Uses	1 space per 1,000 gross s.f. plus 1 per business vehicle stored on site
Open Space	Athletic fields, recreational centers, related uses	As needed

Table A5: Heights by Zoning in the Study Area

Medford Zoning District	Height Limit		Somerville Zoning District
Single Family 1	35 ft., 2.5 stories		Residential A#
General Residence	35 ft., 2.5 stories <u>or</u> 3 stories depending on use		
Apartment 1	35 ft., 2.5 stories or 3 stories depending on use		
Commercial 1	50 ft, 4 stories Multiple dwelling 75 ft. Hotel, 140 ft., 15 ft.		Business A
			Neighborhood Business
Industrial	50 ft., 4 stories		Industrial A
Recreational Open Space	35 ft., 2.5 stories		Open Space

Economic Development

Table A6: Mercantile Inventory for West Medford Village Center

West Medford Village Center Mercantile Inventory		
Shops	Restaurants	Services
West Medford Auto & Hardware	Magnificent Muffin & Bagel	Omjoza Construction Inc
Pompei Stained Glass	Amici's	Arlmont Glass & Mirror
Bargain Spot Liquors	Bistro 5	Kenco Printing
Natalie's Jewelers	New Hong Kong Village Restaurant	Centre Arco service, Inc.
Rite Aid	Paul Revere Restaurant	HK Tailoring
West Medford Spa	Seafood Depot	Cejay's Special Delivery Service
Blue Hydrangea (Florist)	Dunkin' Donuts	Automotive Transport Service
Balloons Clowns & Magicians	CB Scoop	US Post Office
Boston's Best Entertainment		Brookline Bank
Two Sisters Antiques & Collectables		Citizens Bank
		H&R Block
		Daniel N O'Rourke Ins Inc
		Pompeo & Sons Insurance, Inc.
		Rainbow Solutions, Inc.
		Mosaic Consulting Group
		O'Donnell's Lock Service
		English at Large
		Mark L Connolly DDS
		Expressive Therapy Association
		Sally's Place for Health
		Center V Head Start Classroom
		CORPORATEEVENTSBOSTON.COM
		BOSTONSBESTENTRTN.COM
		Get in Shape for Women
		Bill Stephens Automotive
		Mallett Automotive
		Torino Heating Service, Inc.
		Rocco's Shoe Repair
		Deb's Place
		Hair's Karen
		Signature Nail Salon
		Cincotti Funeral Home
		West Medford Laundry Service
		Nu-Way Cleaners
		Medford Bank
		Laubach Literacy Council

Table A7: Mercantile Inventory for Boston Avenue and Winthrop Street

Boston Avenue at Winthrop Mercantile Inventory		
Shops	Restaurants	Services
6	10	10
Hillside True Value Hardware	Danish Pastry House	Gnomon Copy
Campus Mini Mart	Andrea's House of Pizza	Foreign & Domestic Auto Service
Gold Star Convenience	Espresso Pizza	Bank Of America ATM
Hillside Wine & Spirits	Helen's Roast Beef & Pizzeria	Sillari Insurance
Cozy Corner Makes Scents	Nick's Pizza	Lawns Plus, Inc.
Ulla's Flowers & Gifts	Pizza Days, Inc.	Pasquale Brothers Auto Body
	Rose's Restaurant	Ultimate Barber Shop
	Tasty Gourmet	Lily Nail
	Boloco*	Clothesline Laundromat
	Dunkin' Donuts	Hillside Dry Cleaners

Table A8: Mercantile Composition for Boston Avenue and Winthrop Street

Boston Avenue at Winthrop Mercantile Composition			
Establishment Type	Total Establishments	Total Employees	Establishments with 20+ Employees
Eating & Drinking Places	10	85	1
Hardware	1	6	
Convenience Stores	2	6	
Liquor Store	1	6	
Automotive Repair	2	6	
Laundry	2	5	
Florist	1	3	
Hair & Nail Salons	2	3	
Printing	1	2	
Bank	1	2	
Insurance Agencies	1	2	
Lawn Care	1	2	
Hobby Store	1	1	
Total	26	129	1

Table A9: Mercantile Composition for West Medford Village Center

West Medford Mercantile Composition			
Establishment Type	Total Establishments	Total Employees	Establishments with 20+ Employees
Eating & Drinking Places	8	73	1
Drug Stores	1	20	1
Banks	3	18	
Building Materials Dealer	1	12	
Glass Contractor	1	10	
Healthcare	3	10	
Hair & Nail Salons	3	9	
Laundry	2	9	
Education Support	2	7	
Securities Brokerage	1	6	
Auto Transport	1	5	
Insurance Agencies	2	5	
Construction	1	4	
Novelty Gifts	2	4	
Post Office	1	4	
Printing	1	3	
Hardware	1	3	
Liquor Store	1	3	
Jewelry Store	1	3	
Automotive Repair	2	3	
Funeral Home	1	3	
Gas Station	1	2	
Used Merchandise	1	2	
Freight/Trucking	1	2	
Tax Preparation	1	2	
Childcare	1	2	
Commercial Machinery	1	2	
Tailor	1	1	
Florist	1	1	
Management Consulting	1	1	
Locksmith	1	1	
Artists, Writers, Performers	1	1	
Shoe Repair	1	1	
Other Merchandise	1	1	
Total	52	233	2

Future Spending Power and Retail Support

Retail spending within a half-mile radius of the potential station was based on total household income for all the households in the area. This calculation was done by multiplying total households by the average household income for the study area to get the total household income.

The total household income was then multiplied by the percentages shown in Table 2.6 of the report to get the study area resident spending by goods and services category. An estimate was then performed to determine the percentage of spending on goods and services captured within the half-mile area. The total dollar value captured within the half-mile area was then converted into supportable square feet of convenience and eating/drinking space. This calculation resulted in an estimate of about 15,295 square feet of supportable space.

To get the future spending power and supportable square feet, the same calculations were completed but the new housing units as described in the vision were added in. Running through the calculations again with the projected new housing units in the four focus areas yielded an estimated 4,000 additional square feet of supportable space.

Appendix 2: Recommendations

Existing and Future Tax Revenue Calculations

Existing tax revenues for properties within the four focus areas was calculated for Medford by multiplying the total assessed value by the tax rate for residential development or for commercial development depending on the current use. Somerville tax revenue was pulled from the City's assessor database which includes tax revenue figures for each development parcel.

Future tax revenues for new development in the four focus areas was based on the vision for each of the focus areas as described in Chapter 4 of the report. To estimate future residential tax revenue, a value for average tax revenue per thousand square feet of residential development was used. This number was based on the average for residential units in Somerville and Medford, as pulled from the assessor's database for each city. The average per thousand square feet was then multiplied by the thousands of square feet for each residential component on each focus area.

$$\text{Total Residential Square Feet} \quad \times \quad \begin{matrix} \text{Average Residential Tax Revenue} \\ \text{per Thousand Square Feet} \end{matrix} \quad = \quad \begin{matrix} \text{Estimated Future Residential} \\ \text{Tax Revenue} \end{matrix}$$

1,000

Future tax revenue for office and commercial development was estimated by using the existing tax revenue per thousand square feet of development for commercial and office development in the area and multiplying that figure by the amount of new commercial/office square feet according to the vision for each focus area. The existing tax revenue for each focus area parcel was subtracted from future revenue estimates in the cases where existing buildings were redeveloped under the future vision.

DCR Mystic River Reservation Master Plan Review:

The proposed Green Line Station at Mystic Valley Parkway is not mentioned specifically in the body of the Mystic River Reservation Master Plan, but is shown on the graphics depicted on pages 30, 32, 51, and 53. The Green Line station is mentioned three times in Appendix A (public meeting comments) on pages A-7, A-8, A-9.

The following comments were made by members of the public pertaining to the Green Line:

- The Green Line Extension should be added to the diagrams and considered as an additional public access route
- A connection to the new Green Line station is important
- Add a path along the railroad tracks between West Medford and the proposed new Green Line T stop

The Green Line Extension is also mentioned in Appendix D: Existing Conditions on pages A-27 and A-36. On page A-27 the report notes that the MBTA Lowell Commuter Rail crosses the Mystic River near the Auburn Street Bridge which creates an obstacle to the development of a continuous riverfront path. It also notes that this is the location being

considered for a future Green Line station. On page A-36 the plan notes that the Lowell Commuter Rail Line stops at West Medford station and the proposed MBTA Green Line Extension may include a stop on Mystic Valley Parkway between the Auburn Street Bridge and the Boston Avenue Bridge. A transit stop at this location was noted as having the potential to greatly increase regional pedestrian access to the reservation.

Specific Recommendations

In the Mystic River Reservation Master Plan, the Green Line station study area falls within portions of Section 1 and Section 2. The plan makes a series of specific recommendations which include: three levels of trail development (primary, secondary and tertiary), parkway improvements, bike lanes, access improvements, canoe/kayak landings, destinations, views, and overlooks. The following is a summary of the key recommendations for the two sections of the Master Plan that cover the study area.

Section 1: Harvard Avenue Bridge (Arlington) to Auburn Street Bridge (Medford)

Section 1 encompasses the western portion of the study area and ends at the Auburn Street Bridge across from Whole Foods. The plan notes that there are no active recreation sites in this area. Figure 4.15 shows the location of these improvements.

- The primary path system would follow the Mystic River until the Boston Avenue intersection with Mystic Valley Parkway due to steep grades along Boston Avenue. The path would cross the signalized intersection at the Auburn Street Bridge.
- A secondary path system would be located closer to the edge of the river and provide access to overlooks and canoe launches.
- An elevated boardwalk ramping up to meet the grade at Boston Avenue would be necessary because of proximity to residences and steep riverbanks.
- Access improvements that would be the responsibility of Medford include: new signage at the West Medford MBTA commuter rail stop and signage, footprints and a widened parking lane for bikes at Boston Avenue.
- Study feasibility of adding a pathway along the Lowell Line Commuter Rail right-of-way which crosses Mystic Valley Parkway and could provide access to a future Green Line station.

Section 2: Auburn Street Bridge to the Craddock Bridge

Only recommendations for this section up to Winthrop Street were included. Figure 4.16 shows the location of these improvements.

- The primary path system would cross the Mystic River at the Auburn Street intersection and continue along Mystic Valley Parkway on the north bank. The path would be set back from Mystic Valley Parkway a minimum of five feet and would be diverted around existing trees.
- The secondary path system on the north bank would follow the Mystic River. Adjacent to the baseball fields at Veterans Memorial Park, safety fencing would separate the path from the Mystic River.
- The secondary path system along the south bank would follow the existing sidewalk east of the Auburn Street Bridge, but would be moved closer to the Mystic River behind a small residential neighborhood. An elevated boardwalk, located beyond private property boundaries, would connect the path back to the existing sidewalk along West Street.

- City of Medford access improvements recommended for Winthrop Street include signage and footprints and a bike lane at Winthrop Street, as well as new crosswalks.
- The plan also recommends signage, footprints and bike lanes at West Street and Auburn Street.

West of the Winthrop Street Bridge existing openings in riverfront vegetation would be enhanced and a decked overlook would be added at the Mystic River bend.

Halvorsen, Eric

From: E W [def30013@yahoo.com]
Sent: Wednesday, November 30, 2011 12:00 AM
To: GLX
Subject: Green Line Draft Report Public Comment Period

To whom it may concern,

I just want to say that I believe the green line extension is a great idea and a very positive thing for the affected communities. It will make commutes into the city faster, relieve traffic and attract new business.

As a resident of West Medford, I am looking forward to having an "easier commute." This will free up more time not only in my day but in all of those who currently wait on overcrowded buses at Davis, Sullivan and Lechmere Stations during rush hour. It will also make weekend travel much more efficient for shopping and things of the like. This is a step in the right direction and the pros most certainly and overwhelmingly outbalance the cons. I wish it was put into action years ago when I was still in college.

Nonetheless, I am supportive and many of my fellow residents of West Medford feel the same way.

Regards,
Edward Whitaker III

Eric,

I am following up on our telephone conversation this day, as well as to your email below. Several months ago we discussed the expansion plans relative to the subject matter above and our buildings at 222 & 230 Boston Ave.

Much to our dismay, our buildings have not been included. Please be reminded we are located "in between" 200 Boston Ave and the elder housing complex.

To ignore our sites are irresponsible. Moreover, it will diminish the values of our properties. I strongly suggest you reconsider your plan..

Sincerely,

John P. Walsh

President

ELIZABETH G R A D Y

222 Boston Avenue

Medford, MA 02155

Tel: (781) 960-0112 Fax: (781) 391-7828

www.elizabethgrady.com

Eric,

We requested and suggested, relative to The Elizabeth Grady buildings at 222 and 230 Boston Ave expansion of the height of 230 Boston Ave and building structure at 222 Boston Ave.

However, it is not included in the plan.

Please advise,

John

From: Halvorsen, Eric [mailto:ehalvorsen@mapc.org]

Sent: Tuesday, November 22, 2011 3:25 PM

Subject: Mystic Valley Parkway Green Line Draft Report

Dear Green Line Friends,

MAPC is pleased to announce the release of the draft report for the Mystic Valley Parkway Green Line Extension Community Visioning Process. The report is now available on our [website](#). The public comment period for the draft report will begin on Wednesday, November 23rd and end on Friday, December 30th.

Printed copies of the draft report will also be made available at the following locations starting on Monday, November 28th :

- City of Medford, Community Development Department, 85 George P. Hassett Drive, Medford, MA
- City of Somerville, Community Development Department, 93 Highland Avenue, Somerville, MA
- West Medford Community Center, 111 Arlington Street, Medford, MA
- Walkling Court Community Center, Walkling Court, Medford, MA
- City of Somerville Library, 79 Highland Avenue, Somerville, MA
- City of Medford Library, 111 High Street, Medford, MA

Comments can be submitted to MAPC in any of the following ways:

- Email – glx@mapc.org
- Phone – 617-451-2770
- Written – MAPC, c/o Eric Halvorsen, 60 Temple Place, Boston, MA 02111

Thank you all for your continued interest and participation in this visioning process and we look forward to hearing your comments on the draft report.

Thank you,
Eric Halvorsen, AICP

MASS. DEPT. OF TRANSPORTATION
and
THE METROPOLITAN AREA PLANNING COUNCIL
PLANNING MEETINGS

SUBMITTED BY

Green Line Advisory Committee for Medford (GLAM)
c/o 25 Bussell Road
Medford, Mass. 02155

SUBMITTED TO

Metropolitan Area Planning Council
c/o Eric Halvorsen
60 Temple Place
Boston, Mass. 02111

Katherine Fichter
Executive Office of Transportation
Office of Transportation Planning
Room 4150
Ten Park Plaza
Boston, Mass. 02116

Richard A. Davey
Mass DOT Secretary and CEO and MPO Chairman
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, Mass. 02116-3968

Mayor Michael McGlynn
City of Medford
85 George P. Hassett Drive
Room 308
Medford, Mass. 02155

Amber Ontiveros
Federal Transit Administration
Re: FTA Complaint No. 09-0350
Office of Civil Rights
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, D.C. 20590

December 20, 2011

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Exhibits

GLAM's Public Comments on MAPC Mystic Valley Parkway Green Line Extension Community Visioning Process, Draft Report, November 2011

Preamble

Social inequity and government's role in creating this inequity has become the defining issue of our era. Whether it is the Occupy Wall Street movement in its various urban city names on the leftist side of politics or the Tea Party movement on the rightist side of politics, the common denominator is the distrust in local, state and federal government to protect its citizens from the inequalities that have manifested over the last thirty years from public social and economic policies whose origins are based in abstract academic theories. From these abstract theories have come the inequity impact of economic policies that seem to focus solely on influential and affluent special interests in making a dollar and profit at the expense of human development in our country where ordinary people have a chance at employment to provide their basic needs.

Social equity as we define it is not an abstract theory such as espoused by MAPC in its Executive Summary to its recently released The State of Equity in Metro Boston report where they state "all people have full and equal access to opportunities that enable them to attain their full potential". This is a great statement if it was true. Our comments will show you that most of this is theoretical by MAPC and not reality. So how did they come up with this statement? GLAM defines social equity with a much more robust, democratic activism that includes freedom of choice and freedom of speech for all in their authentic voice, the right of access to a livelihood, education and resources without regard to class, ethnicity, race, gender, religion, sexual orientation or disability, the right to full participation in community, political and cultural life and, most importantly, one's right to self determination in meeting one's fundamental needs.

On November 11, 2011, 24/7wallst.com announced its list of "The States Doing The Most (and Least) to Spread the Wealth". They noted three states with the greatest inequality in the country as New York, Connecticut, and Massachusetts. So when reading the MAPC Visioning report based upon our definition of social equity, GLAM must determine the Vision's intent to address the major issue of our day, social inequality, income inequality and true citizen participation.

Radical problems demand radical solutions, defined as getting to the root cause of problems. Is MAPC's vision of Smart Growth Development a relic of a past now denounced for its elitism, greed and corruption or is it a vision of future trends to rebuild the equality within our state that will provide ordinary people with a chance at employment?

We hope to answer that question with our public comments.

Executive Summary

Tufts University personnel at a recent meeting, seeking ADA variances for construction of its newest athletic building along the proposed Green Line Extension, stated they could not envision hiring a coach with disabilities or people with disabilities participating in their athletic programs. Therefore, they stated they were justified in seeking variances to waiver ADA requirements. Thus the land development tone was set for the proposed Green Line Extension corridor. This is part of the public record at the AAB.

When an environmental justice member of GLAM was personally contacted by Mr. Eric Bourassa of MAPC to attend their May 17th meeting held in the heart of Tufts University, and the member refused because meetings were not being held in the neighborhood of impact, the MAPC response was that Tufts was the community. Thus, the tone was set on the "Community Visioning Process" on the proposed land development for Route 16.

As Harvard urban sociologist, Robert Sampson points out in the article, Think Local: Why don't Boston's great professors study Boston?"¹ he states how surprised he was in coming to Boston to find out how disconnected the Boston area universities are to the cities in which they are located. "It [meaning Harvard University where he is employed] seemed to be in, but not of, the community." Tufts University has called itself a separate community on many occasions and holds its own Community Day in Medford. Tufts University is one of those universities that is in, but not of, the community of Medford.

GLAM, in its role as an educational, citizen participatory group, has observed and researched the proposed Green Line Rte 16 Land Development Vision process and its tone. We have submitted prior public comments to MAPC on their process as well on March 30, 2011 and May 5, 2011 in this formal public comment process. (Copies available upon request.) For this report we documented comments and reflections from GLAM members who participated in the May 17th and June 23rd MAPC planning meetings regarding their experience in participating in these meetings and in the November 2nd meeting regarding MAPC's conclusion on the Recommended Report. We participated and/or commented on the Metropolitan Planning Organization (MPO) process, the Mass DOT's annual State Implementation Plan (SIP) report (recent and in the past) and on its going process and most recently in the NEPA public hearing of October 2011 and in our NEPA written comments of November 2011.

From this approach GLAM has witnessed a process that appears on the wrong side of history, pushed and bullied by advocacy groups based in the single focus of elitist "self interest" and sold in the package of economic development without

¹ Boston Sunday Globe, Leon Neyfakh, "Think local: Why don't Boston's great professors study Boston?", Ideas Section, page K1, October 9, 2011

regard to human development. This process has deteriorated into one of backroom politics of private meetings that appears to override the state legislative process and one that strikes of discrimination. A process that seems to have arisen from desperation of the city of Somerville who has built its future urban renewal development and spent thousands of dollars on zoning changes based upon projected future revenue from the land development plans surrounding the proposed Green Line Extension. This point is based upon Somerville Aldermen testimony at the recent NEPA hearing. The City of Somerville was forced to up front taxpayers dollars in DIF bonding efforts where elected state and congressional elected officials political rhetoric fell short in actual funding obligation promises from the federal government, precipitated by poor economics in the nation that leads to an uncertain future and greater scrutiny at the federal level regarding the funding and civil rights implementation in transit projects.

The MAPC Community Visioning Process of a supposed Vision of a "What If" exercise for land development opportunities at Route 16 has become a tainted process that has been used as a political football since its inception to undermine the citizen participation process of the proposed Green Line Extension. In May of 2011 the MPO proposed eliminating \$185,000,000 in funding for Route 16 from its Long Range Transportation Plan (LRTP). This was in light of financial deficits at the MBTA, a major backlog in maintenance needs, and the self evident delay of the proposed Green Line due to economic recession issues and the high risk of not receiving federal New Starts funding in the face of financial constraint conditions at the MBTA level. Former Mass DOT Sec. Jeffrey Mullan before his departure, which was much publicized in the Boston area media, previously warned of this situation.

When the MPO, of which the MAPC is a voting policy member, proposed this elimination the focal point of advocacy groups became that eliminating these funds would render meaningless the Rte 16 Community Visioning Process, supposedly in an effort to continue studies and a citizen participatory process to build consensus within that area. Yet when the annual SIP report was released in late July stating Mass DOT would be proposing delays in Phase I of the proposed Green Line Extension with a 90% chance of completion pushed to 2020, the advocacy movement moved in an ironic action to get Rte 16 incorporated into the SIP as a legally mandatory stop, exploiting the delay as a way to collapse the two phases together. Hence, the attempt to usurp the citizen participatory process at Route 16 through back door political pressure.

The implications of this action, to be yet ruled upon, was to make an optional phase (Route 16) mandatory in cost to the Commonwealth while over riding what was supposed to be an MAPC citizen participatory process in finding consensus at Route 16 as so it was presented by MAPC representatives to GLAM leaders in a meeting in July 2010. As a political football in the arena of political gamesmanship of the proposed Green Line Extension, the MAPC process has

been relegated to back room politics rendering the process less than transparent to the general public when you question the role of the MAPC and advocacy groups within the MPO process. This action only coincides with GLAM's previous public comments about a flawed MAPC public process at Route 16 that falls flat in its lack of progressive thought and new trends in research.

At the September 13th SIP public meetings Mass DOT outlined their intent to ask for a delay for the Phase I Green Line Extension project with offsetting mitigation measures to be identified and put in place. It also was revealed through GLAM's testimony that the FTA Office of Civil Rights was addressing GLAM's Title VI and ADA complaint/report issues through a broader perspective through a compliance review of Mass DOT. The immediate reaction of Somerville politicians and advocacy groups was then to lobby the MPO on September 22nd to vote to fund the proposed Green Line at the current schedule with state dollars and also to get a commitment to fully fund the proposed Green Line with 100% state bonding with the Governor's approval. The ironic action is only matched by the lack of political transparency by a Somerville delegation that previously claimed to the public in prior years the funding for the proposed Green Line has always been in place.

We are aware through confidential sources who were in attendance at the September 22nd Executive Session (See exhibit 1) of the Somerville board of alderman that Somerville's political strategy was a concerted effort to get this vote by the MPO before November 1st when it was required under its current MOU to open its membership to a broader spectrum of elected cities that would bring greater scrutiny and questions about such a vote and process. Hence, there appears to be a bad faith action regarding the Memorandum of Understanding (MOU) that was approved on July 7, 2011 by the MPO.

We also believe that the action goal of this effort was to push to get 100% Commonwealth funding commitment for this project in case the future renderings of the FTA OCR compliance review might determine violations took place regarding the citizen participation process for the environmental justice and disability communities to the current date of this project. In an East Oakland FTA OCR legal case in 2010, where such violations were found in regard to social equity, the FTA set a precedent by withdrawing \$70 million in federal stimulus funds from a San Francisco's BART project for the failure of BART to perform an equity analysis that demonstrated a fair and equal benefit to the environmental justice community.

Therefore, the question becomes whether in pushing for the state to fully fund the proposed Green Line without regard to social equity analysis impact, is the MPO setting up a battle concerning state rights versus federal rights to avoid the full force of federal law under Title VI and the ADA? Social equity demands that the strictest law be implemented to protect the environmental justice and disability community. And the strictest law often in legal cases is the federal law in our

experience. GLAM has been at the forefront of disability issues in the Green Line Extension project as witnessed in its FTA complaint, case number, No. 09-0350. These disability equal access issues are now arising again in the face of proposed fare increases and service reductions where riders with disabilities are upset over MBTA not making bus and train rides more accommodating.²

When you consider that the environmental justice and disability community were not actively encouraged to participate in the Route 16 Visioning process, and as witnessed by MAPC's own statistics and its insistence in having Community Vision meetings in non neutral locations, there is legal exposure to federal planning regulations that require that the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households who may face challenges accessing employment and other services, be sought out and considered.³ When you consider that current Secretary of Mass DOT and MPO Chairman, Richard Davey, has all ready prepared the public that there will be fare increases in 2012 with accompanying service reductions, one wonders whether such an equity analysis has been done, specifically on the proposed Green Line Extension project, and on the general issue of the undue burden impact of service to those most in need of transportation, the environmental justice and disability populations.⁴

And throughout this MPO process obscure to most of the general public, transit advocates and organizations dominate the process through boilerplate letters that rarely address this social equity issue. Instead you read letters from and hear from those professionals moving into the area (see Exhibit 2) for real estate speculation based upon the proposed Green Line Extension while outlining their personal options of lifestyle and economic choices while asking the Commonwealth of Massachusetts to make their financial speculative choices whole by building the proposed Green Line. Yet the impact to those protected by civil rights laws who may not have the same socioeconomic choices is rarely mentioned as a consideration. And when you read that the City of Somerville in the recent snapshot of August real estates sales, 2010 versus 2011 has seen a single family house price rise from a median price of \$519,000 to \$537,000 we need to question who actually needs to be made whole in this process?⁵

Why do we call the MPO process obscure? We contend that if you asked the average citizen about the MPO process they are primarily unaware of this planning level and we believe they assume that the state legislature controls the purse strings of such project funding. This does not appear to be the case when reading the Transportation Reform bill. Therefore, when politicians state there is funding or no funding for the proposed Green Line process you are to assume

² Refer to Metro Boston newspaper article, Steve Annear, "Advocacy group says T needs to improve services", December 13, 2011

³ Planning regulations 23 CFR 450.316 (a)(I)(vii).

⁴ Boston Globe, "Cash-strapped T warns of fare increases, service cuts by July", Metro, page B3

⁵ Boston Sunday Globe, "It's Becoming a buyer's market, Globe North, page 7

that the legislature is in control of the process. They are not. They must lobby the MPO to designate their district's project as a priority within the LRTP and TIP process. And the State Legislature Transportation Committee at the state legislature must follow the process carefully and perform fiduciary responsibility for the Commonwealth as a whole. When state legislatures who sit on this committee become lobbyist for the earmarking of projects at the MPO level to benefit their own district based upon abstract, theoretical and exploitative rhetoric of social equity while not encouraging the authentic participation of the environmental justice and disability representation in the process at the local level or demanding the requirement of an equity analysis, then motives become suspect.

Therefore, the citizen's individual voice becomes lost in a bureaucratic, obscure process where citizen's participation plans are dominated by transportation agencies dependent upon designers, planners, engineers and capital funding to justify their jobs. All this action goes on while special interests and advocacy groups and organizational lobbyists in conjunction with state agencies claim to represent the majority of people within a region including the environmental justice and disability community. We have seen no authentic representation of these populations in the process.

As noted in a Brookings Institute Report on MPO Planning organizations, which highlighted the state run Boston MPO among others in the nation, the Boston MPO had 100% board members who were white while there were 0% of board members representing the nonwhite residents of the Boston MPO.⁶ And in the FTA and FHWA's recent Transportation Planning Certificate Review of the Metropolitan Process for the Boston Transportation Management Area, dated July 2011, of the Boston MPO, they note in their recommendations on environmental justice and Title VI that the MPO cannot just establish a listing of Title VI/EJ agencies and organizations, they must have regular contact with these entities to ensure inclusive public participation to provide a meaningful ability to identify benefits and burdens to the Title VI/EJ communities at the earliest stages. There also are recommendations in the review that requires that the MPO provide appropriate language that encompasses all pertinent requirements pertaining to the participation of the disability population and LEP persons.

In other words, the MPO and its sub recipients, such as MAPC, cannot just be giving lip service to inclusiveness and diversity, it must live it and organize it and not expect the environmental justice and disability community to do it for them. The environmental justice and disability community rarely have the money or can take time from work or their families to organize. The disability community may have caregiver issues that need addressed. This is the failure of the MAPC's organizing techniques as well. The MAPC and the MPO expect these

⁶ The Brookings Institution Series on Transportation Reform, "An Inherent Bias?: Geographic and Racial-Ethnic Patterns of Metropolitan Planning Organization Boards, January 2006

populations to be the same as the white educated class. Cultural competency is a lesson not learned by planners and their cultural incompetence is a tact that has been shown in MPO meeting minutes as well as pertains to their implementation of Title VI and ADA. This is why two GLAM members filed a Title VI and ADA complaint against the MPO concerning a recent MPO Open House to the public. These members won this complaint with appropriate resolutions.

The MAPC, a permanent voting policy member of the MPO, also plays the dual role of its fiduciary agent according to the MPO's Memorandum of Understanding. The MAPC's implementing actions are limited to the implementing actions of the Boston MPO subject to the applicable federal, state and local laws, and regulations and to the availability of funds. We would assume these federal laws include Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Dept. of Transportation's (DOT) implementing regulations of 49 CFR Parts 21, 27, 37, and 38 and the Environmental Justice Presidential Executive Order of 1994 and Governor Patrick's Executive Order 478 enacted in 2007. Therefore, if the MPO were to have eliminated funding of the Route 16 Phase II in its LRTP, the MAPC would be void of any authority in continuing its land development process at Route 16.

As a permanent member of the MPO, the MAPC is not an elected member or representative of the citizen participatory process. Its existence solely is based as an agency whose goal is setting planning objectives in coordination with the MPO on a regional basis and they control the research arm, the Central Transportation Planning Staff (CTPS), regarding studies connected to planning and who are defined legally as employees of the fiduciary agent.⁷

As we set the stage further regarding the MPO process, the City of Somerville is an elected member (meaning by fellow municipalities) of the Inner Core sub region, of which Medford falls within. Therefore, Medford's representation is at the will of the City of Somerville whose focus should be on the broader goals and benefit of those cities within the inner core. As a long-term member of the Boston MPO, Somerville's push to have the Commonwealth 100% fund this project and to include Route 16 into the Phase I may not be in the best interest of the City of Medford when equity analysis is not required or evident. With the release of the recent MAPC recommendation report for Route 16, full studies have not been presented to identify full cumulative effects, both direct and indirect on the environmental justice and disability communities.

The proposed Green Line process and its accompanying planning action at Route 16 has grown to be a case study in why there is discontent with how government works. A governmental process that is dominated by special interest

⁷ Reference the Memorandum of Understanding Relating to The Comprehensive, Continuing and Cooperative Transportation Planning Process in the Boston Metropolitan Area, July 7, 2011.

groups while subverting the individual citizen's voice utilizing behaviorist and authoritarian tactics at MAPC meetings to squelch open dialogue to speak to both positive and negative impacts of the environmental and human conditions. A project supported by Somerville leaning politicians even before impact studies are complete as they use the project to get themselves re-elected. A process that reflects politicians who use political rhetoric over civil discourse, who refuse to be flexible, or change their regressive techniques in the face of growing demand for fuller, direct democratic, citizen participation in a more robust transparent environment. Instead as funding becomes more precarious for this project, we see a regression in technique that relies on closed-door meetings and backroom politics to possibly avoid the implementation of Title VI and the ADA in a project that should be benefiting these underserved populations. Therefore, when speaking to the Route 16 visioning process, we have seen the same ilk by the MAPC. And in this season of political posturing for re-election, politicians are playing all sides against the middle while stuck in the mud of provincial politics.

The only futuristic vision we have seen in the Green Line Extension and Route 16 land development process is the same old revenue enticing call to municipalities of the "potential of highest and best use theories in land development" used in other development such as the West End and Kendall Square without a concrete plan to address the gentrification and displacement that has been documented in those areas. Highest and best use exploited under the term of Smart Growth with a focus on university expansionism is a limited vision stuck in 20th century thinking and not one that address the growing social inequity income gap issues of the 21st century nor the trends that are being seen for the future.

As Mayor Michael Bloomberg warned and urban historian, Joel Kotkin, addresses in his article on Forbe.com "The U.K. Riots and the Coming Global Class War" (August 15, 2011), the recent spread of class rage is not unique to the United Kingdom and is based in social inequity that can and now has spread to the United States since many of the same forces are in play here. Mr. Kotkin notes that expensive cities, which have become increasingly bifurcated between the rich and poor, are particularly vulnerable to this rage. The Boston area is the perfect candidate with its rise of poverty rates in cities such as Somerville and the growing social gap. These issues are reflected in the action of the Occupy Wall Street protestors who have now taken root in Boston as well. How does the proposed Green Line Extension address the 99%, by not addressing its underlying cause of social inequity?

As seen in the case of the Max Pak property in Somerville, we must be wary of claims of affordability and job opportunities in land development as pushed by planners. A developer's dream has ended up in broken promises around number of jobs awarded to Somerville residents, the lack of union jobs and now the

question of affordability of the units pertaining to this development project.⁸ As one Somerville alderman, Bruce Desmond, pointed out, this project is a precursor to Assembly Square. "It will be utterly disgusting if there is a multimillion dollar project in Somerville and there is no union work and few Somerville people working." This housing project is not only a precursor to the many development projects planned in Somerville, but also a precursor for the City of Medford.

Politicians and planners who accept the "new normal" as being diminished prospects and high unemployment for those who do not meet university and advance degree job requirements while only promoting the research and development opportunity side of planning do so at the risk of continuing to promote social inequity and social unrest. Land Development that proclaims job development is forthcoming based upon assumptions must be forced to identify the quantity, the quality and educational requirements of these jobs and their ability to sustain an upward mobility in our community for everyone, especially those communities who experience disparate unemployment figures in comparison to the total, such as the environmental justice and disability communities.

For example, in the U.S. Dept. of Commerce current population report of September 2011 entitled Income, Poverty, and Health Insurance Coverage in the United States 2010 based in the U.S. Census, they note that the poverty rate for people with disabilities increased in 2010. Persons with disabilities represented 9.5% of households in the country, yet represented 15.9% of total people in poverty. And when you consider people with disabilities within their own population, 27.9% live in poverty while the non-disability rate is at 12.5%. The income of households maintained by a person with a disability (aged 18-64) declined by 8.5%. Yet MAPC in its The State of Equity in Metro Boston Executive Summary does not address this issue or even speak to the disability community's poverty, unemployment or educational needs in any meaningful way.

Nor does MAPC address trends for the middle class, blue collar worker, as seen by academics such as urban historian, Joel Kotkin, as he speaks to the over supply of college-educated workers in high end services, such as law, and "creative" professions, such as software-writing and systems design in contrast to the growing shortage of skilled manufacturing workers needed to run sophisticated, globally competitive factories, where he states "...the factory worker is less Joe Six-Pack and more Renaissance man..."⁹ This shortage of skilled factory workers in jobs that can bring back middle class wages and benefits is blamed on the wide gap between the American education system where the middle class has been propagandized that trade/craft work is a dead end and "... that the only real way to improve opportunities for the country's

⁸ Boston.com/yourtown/news/Somerville, Matt Byrne, correspondent, "Tension escalates over hiring for Somerville MaxPak development", March 3, 2011

⁹ The City Journal, Joel Kotkin, "Wanted: Blue-Collar Workers", December 9, 2011

middle class is to increase its access to higher education." As the Occupy Wall Streeters have found, this policy comes at a high price of the burden of student loans that benefit tax exempt universities, such as Tufts University, while diminishing the student's own future job opportunities. Unions such as the Boston Pipefitters Union and Vocational Technical Schools have long been training grounds for blue collar upward mobility in providing highly technical skills accompanied by apprenticeship programs for those who find their job opportunities in non traditional academic settings.

When you couple this issue with economist Philip Mirowski's recent assessment where he believes the American Science system that once supported science as a long-term, collective enterprise that helped foster American industrial progress for the public good in a mutual equitable fashion, no longer exists in a society where profits for economic growth override the human development aspect of science.¹⁰ Therefore you begin to see the root cause and effect of where social inequity derives. Are universities absorbing federal and state subsidies at the expense of the middle class when the public good is overshadowed by investors in businesses such as biotech and bioscience that work for short term gain and approach science as a marketplace instead of a way to develop products that benefit the populace and hence create jobs for the ordinary worker? As economist Mirowski states about the current status of American Science, "The goal isn't to create an institution or a lab with longevity, but to develop something specific enough to be bought by a tech firm or drug company" in the pursuit of money for the 1%.

In the face of these questions, MAPC's planning report seems retrograde as it promotes the subsidization of Tufts University through land development plans at Route 16 for the purpose of research and development opportunities while not addressing job opportunities needs that match the diversity of workers in Medford's community. As economist Mirowski states, "You can't have a huge subsidy if the whole purpose is just to go make some money – if that's true, let them go pay for it themselves." And subsidies are what it appears MAPC is advocating in its recommendations.

It appears that the Commonwealth of Massachusetts and its regional planners such as MAPC are moving toward the bifurcation of the state with plans that focus the Boston area on an over saturation of research and development jobs through university expansionism for those with elite education while moving blue collar jobs out to the Worcester/Springfield area with the movement of freight transportation to the same area. The latter strategic policy that could increase Boston area costs for food and other goods as transport costs increase through truck travel from Worcester instead of by train to Beacon Yards. Again, these are social equity questions not assessed through the MAPC regional planning process. In fact, their Metro Future plan dismisses manufacturing as never

¹⁰ The Boston Sunday Globe, page K3, interview by Joshua Rothman, Why American science isn't working, September 25, 2011

returning to the state even though MIT has just received one of the largest grants for creating manufacturing systems in the Boston area. Is MAPC futuristic enough to see the future?

Social Equity and the Land Development Process around the GLX

Dear Holly, I work at U-Haul 600 Mystic Valley Parkway for 10 years is the MBTA going to take the building I need to know. Will I have a job or not with the extension plans. [sic]

FEIR public comment to Holly Johnson by James Martin, June 26, 2010 regarding Route 16 impact

While concerns about development of the current renters are appropriate, there is significant time to find new homes for the residents and a new retail location for Well Foods in Union Square. (Reference redevelopment of 380 Somerville Avenue)

Somerville Journal, June 2, 2011, Somerville Avenue redevelopment 'worthy of public support', editorial submitted by The Union Square Main Streets Board of Directors, of whom Mass DOT Station Design group member, James McGinnis is involved.

Unfortunately, tenants will not become only temporarily displaced from their homes through this project), rather most will become permanently displaced as a result of the conversion of their rental units to condominiums. Condominiums that continue to exist as rental units will inevitably have significantly increased rents post redevelopment. Most of the families living in these properties are low income, many are also disabled. The "affordable" units created through the inclusionary zoning process will likely not create rental opportunities, but rather homeownership units that will be beyond the means of existing and long term tenants, even at the "affordable rates". While development always involves trade-offs, all should be clear about the human costs that development projects such as these entail. [sic]

Public comment from Somerville resident Ellen Shacheter, May 4, 2011 in response to the Union Square Main Street editorial

The above quotes highlight the major issues of our time, as social inequality becomes the main topic on the streets of protest. And as we see in the quotes above the economic growth advocates try to over power the human development issues of a community. The fear of job loss at a time of high unemployment and the question of where does an ordinary employee go if pushed out of their job after ten years with skills focused in one industry. The economic development advocacy group statement on displacement seems to consider relocation of the low income and disabled residents to be as simple as packing your suit case and not letting the door hit you on the way out, instead of what it is in reality, the breaking up of a community without acknowledgement of human costs and the psychological trauma of being forced from the connection of a sense of place after many years of residency and the loss of local support systems that impact familial, community and health well being as the displaced are pushed further and further away from those connections in the pursuit of affordable housing. Are such abstract statements as made by the Union Square Main Street association concerning their definition of economic success really represent progress and progress for whom? Is this the bias of white middle class professionals or a statement reflective of the unexamined conscience as pertains to the human condition and social inequity in our time and era? From past

historical experience, land development plans only set up to address benefit of a white, educated class creates social ills and social inequity to those impacted negatively such as the environmental justice and disability communities. These mitigation issues need to be addressed earlier on and we do not believe that MAPC has addressed them properly in their report.

MAPC in its Community Visioning must historically remind itself of the role of planners in the urban renewal diabolical known as the West End, the pushing out of the working class from Kendall Square for MIT development, and the dismantling of the environmental justice population in Cambridge by Harvard from Harvard Square to Davis Square. In Marc Fried's essay, *Grief and Adaptation: The Impact of Relocation in Boston's West End*, then Professor Emeritus of Psychology and Research Professor of Human Sciences at Boston College, he writes that "people feared most desperately, most poignantly the loss of the web of community affiliations . . . close relationships with neighbors, friends and kin were among the most salient features of daily life . . . The same people met one another time and again on the streets, at church, in the schoolyard . . . in the stores." And where did those relocated go? Based upon Professor Fried's study, they located in the working class suburbs immediately outside of Boston, such as East Cambridge, Somerville and Medford, coincidentally cities of the proposed Green Line Extension Corridor.¹¹ As Secretary of State Hillary Clinton stated in the past, it takes a village to raise a child, a philosophy mirrored in the Urban Village known as the West End, and as described in Professor Fried's essay.

How has MAPC addressed these human condition and social equity issues within its Route 16 land development visioning process? It has consistently presented its planning based upon its self interest goals issued within its regional Metro Future plan as if all communities fit into the same cookie cutter pattern. We are at an impasse at this point on the lack of attention to social equity issues and its mitigation as now arising in the multiple redevelopment projects along the proposed Green Line corridor as seen in the quotes above and in the many articles now forthcoming in Somerville newspapers about Union Square displacement. MAPC in its recommendation report points to mitigation recommendations that are all ready in place in Somerville, yet these approaches are not stemming the tide of gentrification and displacement that are occurring in that city. Should not this Metro Plan be re-examined in the face of discontent today as it favors the 1% today?

Glam has brought these complicated social issues into question and educational play so they may be recognized, validated and addressed, both the good and bad points. In this way cities and their citizens can make informed decisions and understand the social implications to theirs and others quality of life.

¹¹ The Bostonian Society, *The Last Tenement: Confronting Community and Urban Renewal in Boston's West End*, essays on the history of the West End, edited by Sean M. Fisher and Carolyn Hughes with introduction by Herbert Gans, 1992

So the question arises if you have citizen participation as a goal claimed in earlier reports, why haven't certain groups such as the environmental justice and disability communities been called to actively participate in your formal meetings, especially when these groups are being pinpointed in social equity reports as being overburdened within this economy? When STEP and MGNA, both transit and development advocacy groups, bring forth people to meetings there appears to be no environmental justice or disability community appearing and these are the residents most impacted by urban renewal. This could be seen in the recent NEPA hearing where those presenting testimony were white and middle class. It then becomes the state's responsibility to ensure the environmental justice and disability community are represented in their authentic voice.

Yet, we contend MAPC has marginalized these groups to the sidelines and only involved the African American community of West Medford at the very end of their process (October 19th) after their recommendations were all ready in place. These attendees were not provided the same equal process as seen in MAPC's formal meetings as Mr. Eric Halvorsen, MAPC facilitator, notes in his email to GLAM (Exhibit 3). In this "informal" setting MAPC representatives tried to mislead the African American community that Route 16 was a mandated project when it is not under the Commonwealth's SIP plan. GLAM environmental justice members in the room quickly countered this information with the facts.

During the October 19th meeting at the West Medford Community Center (WMCC), the President of the Mystic Valley Regional NAACP, a GLAM member, requested that the comments from the October 19th meeting be relayed to decision makers to ensure documentation of their comments were treated as equally as those in the formal MAPC meetings. This issue also was noted by members of the West Medford African American community leaders who attended the November 2nd MAPC meeting held at Medford City Hall and at the Committee of the Whole Meeting (November 15th) with the Medford City Council where there was objection that MAPC withheld the feedback from the African American community to the City Council. Although Mr. Halvorsen told one of our environmental justice leaders that he had developed twelve pages of notes from the West Medford Community Center (WMCC) meeting, he has repeatedly left these comments out of any public viewing and provided GLAM a one page summary of the meeting prompted by our request. Unlike other meetings held by MAPC where comments are published to the proposed Green Line website, no such posting has occurred for the African American community viewpoint. Therefore, we are including the comments provided to us of the WMCC meeting in our comments to ensure they receive their proper respect and acknowledgment in this process. (Exhibit 4)

On the other hand, if you are organizing your scope of work, which requires you to address the elderly, environmental justice and disability community participation in your planning process, but there is consistency in the non

attendance by these groups because the meetings are inaccessible or not within the area of impact, this leads to the question of how much of MAPC's time is based upon the community's input and not on what they, the planners, think the community should look like based upon their predetermined Metro Future Plan. It appears MAPC wishes the community to look like its agency, marginalizing the environmental justice and disability community since they can't even get the people they claim to work with in the past to attend their formal meetings. This is especially true when the MAPC has been paid to organize these groups. And if they did, why then did the environmental justice and disability communities turn them down?

Now to the question that arises, is this process just a job to keep planners employed or is it a political ploy with support of the state to keep the environmental justice and disability communities out of the process? These questions are paramount in planning today as they have been throughout the history of 5-10 year plans. We need planning, but we do not need discrimination and this is what appears to be happening. And this is the action GLAM has witnessed and observed with the MAPC and GLX process.

Social inequity has been the heart of GLAM's reports and public comments for the last six years regarding the proposed Green Line Extension. And it was this serious issue outlined in the comments above regarding development that GLAM brought forth in its meeting with the MAPC in July of 2010. Yet it has been given scant attention as MAPC continued to hold meetings in a non-neutral setting, essentially catering to Tufts University, who appears to be the one to receive the most benefit from this project. As one of our Executive Committee members observed the question that arose from a member of their MAPC discussion group at the June 23rd meeting, what are you going to do about the "White Elephant" (meaning Tufts University) in the room when it comes to land development at Route 16? Of course, the facilitator had no answer for that question as reported by our Executive Committee member. But as one attendee states on MAPC's comment card summary, "individual comments and opinions are not recorded in the new process at this meeting #4," meaning the small discussion groups. How convenient for MAPC.

A recent Pew Research Center report highlights that the equity gap has grown to the widest level in a quarter century between whites and minorities in the country. Much of this gap according to the Pew study was associated with the housing bubble where minorities lost much home equity because they were "far more likely sold a high-cost, sub-prime loan, regardless of their credit histories" than the white population. This information is coupled with the recent Urban League report released this summer, *The State of Black Boston*, where it was noted that "Blacks with the same income as whites were denied home loans at a rate nearly twice as high." It also was noted in this same report that black students from Boston remain underrepresented in college classrooms, a fact that appears true to Tufts University as well.

Yet, in its most recent polling statistics in its June 23rd meeting concerning the answer of how you identify yourself, there were 0% of African Americans who responded out of a total of 34 respondents. When you consider that Medford has 6% of African Americans within its community according to the most recent American Community Survey, and that 30% of these African Americans live within impact of the Route 16 proposed station and urban renewal development proposed project according to the Medford HUD Action Plan, one sees that this community was not outreached to in any meaningful way regarding "Community Visioning". This is especially true when MAPC leaders continued to hold meetings in a non neutral environment despite being told repeatedly by leaders of the African American community and disability community that meeting at Tufts University represents a place of elitism, racism and phobia disabilism. It is not a place where the average environmental justice or disabled citizen would feel comfortable attending meetings. Yet, at the end of the MAPC process when a meeting was held within the West Medford Community Center the African American community came out in equal numbers as those who attended the June 23rd meeting to express their deep concern.¹²

Why is the environmental justice community being marginalized? We may find our answer in the Brookings Institution Policy Brief on Transportation Reform entitled, "An Inherent Bias? Geographic and Racial-Ethnic Patterns of Metropolitan Planning Organization Boards." In this policy brief the Boston MPO, of which the MAPC is a planning arm, showed zero representation of non-white members. Has this status changed since 2006? We have not seen it in the MAPC and MOP staffing representation at the Community Visioning meetings. Nor have we seen it in MPO meetings where two GLAM disability members have had to recently file an ADA complaint regarding lack of ADA minimum standards at MPO meetings and where one is met with condescending attitudes to those with disabilities.¹³ As stated in the Brookings policy brief "The issue of under-representation pervades policy and decision making at nearly every level and function of government" as they speak to the scale of the report where there are direct and observable impacts on the underrepresented in decision making.

The impact of all these reports point to the environmental justice and disadvantaged whites experiencing a backward turn in achievement in economic and educational gains through exploitation based in middle class white bias. Yet, the MAPC in its Community Visioning process has not addressed how they will

¹² We do find MAPC attendee numbers regarding public participation in their report substantially different than the top number of those participating in the keypad polling results. For example they speak to over 80 people at the March 30th meeting, while only 64 participated in the polling results. This is the same with the May 17th meeting where they state over 80 people attended while the top number participating in the polling results was 50. One wonders if MAPC is not flushing its numbers to embellish participation with non-voters such as facilitator or persons with vested interests in the outcome, visitors, or potential hired cheering section.

¹³ An MPO complaint resolution was recently issued on October 21, 2011 to address the identified non-compliance issues under the Americans with Disabilities Act.

turn the tide of this widening equity gap as they “sell” the proposed Green Line to Route 16. While the PEW Research Center analysis speaks to the housing crisis hitting Hispanics and African Americans much harder than the white population, MAPC refuses to address mitigation issues concerning a social economic equity analysis concerning the environmental justice population in West Medford and the disability community.

The MAPC and its partner, Mass. Office of Public Collaboration, avoidance of addressing social inequity issues within its process, do not surprise us. When speaking to Lorraine Dell Portia of MOP at U Mass in November 2010, she expressed wanting to “explore” our issues with us on the telephone. A phone call she prompted that was to become substantially meaningless as her constant personal distractions interrupted the ability to have a dedicated time to speak to major issues such as gentrification and displacement. When her attention was brought to the focus of years of discrimination in this project due to the lack of authentic voice representation by the environmental justice and disability communities within years of the Green Line process, she laughed and stated she could not be expected to correct racial and disability disparities. This showed an attitudinal problem on the lack of understanding the participatory rights of groups under Title VI and the ADA. This attitude lead to the first MAPC public meeting being a civility meeting trying to stop authentic voices and it did.

Yet the 1964 Civil Rights Act and the 1991 American with Disabilities Act (ADA) have been enacted for many years without the acknowledgement by groups such as the MAPC, the MPO, and the MOP. Civil rights and the ADA are much more than rhetoric; they are the basis of constitutional rights for groups that have been noted to be disenfranchised within this country. Yet Ms. Della Portia and her cohorts at MAPC developed meeting agendas based in authoritarian, behaviorist techniques and educational bias. The MOP implemented civility codes that illustrated cultural incompetence whose intent appeared to be to suppress free speech, transparency and accountability within this process.

The MAPC and MOP demonstrated in our opinion the inherent bias as described in the Brooking Institute’s policy paper. This is especially true when we note that one of our members in a subsequent conversation contacted the MOP to investigate their experience in working with the environmental justice and disability community and received a written response that the MOP was not trained in working with these populations. This lack of understanding of these populations leads to disparities between groups of people and what the future should hold for them. Government funding on such projects should be an even playing field that is open to benefiting all the population, not just a select few who live vicariously through institutions of learning, such as Tufts University. By doing so only leads to social disparities. It is not politicians, but regulators and planners who misunderstand the intent of the ADA as both Democratic and Republicans in Congress within the last few years censured the Supreme Court by amending the ADA to enforce the intent of civil rights.

Despite rhetoric at the MAPC March meeting that the MAPC would go further into detail on ways to address social inequity issues of displacement and gentrification at their May meeting, this agenda item was never brought forth. As we described in our previous public comments on the Visioning process, the MAPC uses the political tactic of holding marathon meetings where the free form section of the meeting that provides opportunities for question and answer sessions to speak one on one with speakers at the end is given the bum rush. This occurred in the March meeting where the Housing specialist, Jennifer Raitt, used the excuse to run from the meeting so she wouldn't have to pay a parking fee to Tufts University. Does the MAPC not pay its employees for parking?

This avoidance tactic was so politically obvious that our Executive Committee members still discuss in wonderment at MAPC's cultural ineptitude in dealing with the general public. This shallowness in being able to step outside of their usual audience of special interest and lobbyist groups to deal with real questions from the general public is palpable.

Therefore, in the May 17th planning meeting when the gentrification and displacement agenda did not materialize as MAPC stated in its March meeting, Glam leadership used parliamentary procedure under Roberts Rules of Order to question why this item was not on the agenda for the evening and why the MAPC was not putting the project into full context for those in the audience who had never attended prior to this meeting. The usage of Roberts Rules of Order¹⁴ visibility infuriated the facilitators and housing presenter as it became apparent that there was to be no questioning of their authority. The MAPC and MOP showed they had no respect for the very agreement and no understanding of meeting procedures that are used by cities, states and the federal government and umpteenth service agencies. The MAPC created a vision of ruling behavior and not one of open and transparent democracy.

As Thomas Sowell describes in his book, *The Vision of the Anointed: Self Congratulations as a Basis for Social Policy*, the "selling" of their pre-determined vision of its Community Visioning was more important to MAPC and its facilitators, then addressing head on the reality of the issues of the community and the community's preference.

As Professor Sowell states in his book, "Dangers to society may be mortal without being immediate. Once such danger is the prevailing social vision of our time – and the

¹⁴ Provides common rules and procedures for deliberation and debate in order to place the whole membership on the same footing and speaking the same language. The conduct of ALL business is controlled by the general will of the whole membership - the right of the deliberate majority to decide. Complementary is the right of at least a strong minority to require the majority to be deliberate - to act according to its considered judgment AFTER a full and fair "working through" of the issues involved. Robert's Rules provides for constructive and democratic meetings, to help, not hinder, the business of the assembly. Under no circumstances should "undue strictness" be allowed to intimidate members or limit full participation. Reference www.robertsrules.org

dogmatism with which the ideas, assumptions, and attitudes behind that vision are held. . . . Today, despite free speech and the mass media, the prevailing social vision is dangerously close to sealing itself off from any discordant feedback from reality. Even when issues of policy are discussed . . . often the conclusions reached are predetermined. To a remarkable extent . . . empirical evidence is neither sought beforehand nor consulted after a policy has been instituted . . . What is at stake for the anointed in their discussion and public policy issues is their whole image of themselves as people whose knowledge and wisdom are essential to the diagnosis of social ills and the prescriptions of solutions. They believe that they know - and that they know better than others."

By using parliamentary Roberts Rules of Order, GLAM revealed not through its own action, but through MAPC's reaction that there was no transparency within the project and there was to be no inter-dialogue with the community. There was a pre-determined vision that was not to be questioned within an inflexible meeting structure. It was to be a one-way street. But there were those in attendance, a few attendees from the environmental justice community, who stood and began to ask free form questions as well. Yet MAPC would not address these questions, suppressing dialogue to continue their presentation that focused on the Route 16 area that was to be sold to the public.

Instead their presentation focused on non-like kind properties that were development projects that had occurred in what MAPC called blighted, industrial and/or brown field areas. Yet the Route 16 area contains a quite viable grocery store called Whole Foods, an elderly and disability public housing program called Walkling Court and a sustainable small business community in the Cummings Property and Elizabeth Grady buildings, along with abutting single and two family housing for residents, and the U-Haul business which caters to the transient university population as MAPC mentioned in one meeting. Nor was mentioned the historic environmental justice population in West Medford impacted by Route 16.

Blighted is a controversial term and is noted at its most abusive in the infamous Kelo vs. New London, Ct. eminent domain case¹⁵. Blighted has been noted, especially in the Kelo Case as a way of designating and pushing out working/moderate income neighborhoods to justify urban development, hence, the concern in the Route 16 neighborhood area regarding displacement and gentrification. And for the disability and environmental justice population, it is now greatly documented the burden redevelopment places upon them. In fact, Portland, Oregon the touted Smart Growth and noted transit project in the country was recently found to be dwindling in diversity based upon its 2010 Census.¹⁶ In fact, the MAPC Metro Future plan theory seems to point to a focus more on reversing white flight from urban areas through forcing out other populations by what appears to be pushing university expansionist plans to solve

¹⁵ KELO V. NEW LONDON (04-108) 545 U.S. 469 (2005) 268 Conn. 1, 843 A. 2d 500, affirmed.

¹⁶ Oregon Live.com, Pacific Northwest News, April 30, 2011, In Portland's Heart, 2010 Census shows diversity dwindling"

social inequity issues. Yet, it is all ready noted that minorities and people with disabilities are under represented within the university environment.

And as noted recently in a Boston Globe article, university expansion business is heavily dependent up on federal dollars and vulnerable to the inevitable cuts forthcoming as the nation and Congress work to address the Great Recession. The Globe article warns of the negative impact cuts could have to the Massachusetts economy, an economy where ARRA funds went heavily to research and development, while the average citizen not tied to educationalist faces unemployment and housing foreclosures. This can be evidenced in Tufts University's A-133 report of 2010 where millions of dollars were provided through ARRA, but the average Medford resident would be hard pressed to see how the studies funds benefited them. Yet Tufts University raises \$10 million through benefactors to build an athletic facility where they can envision not hiring a coach with disabilities or having athletes or their families in the audience with disabilities. We call this economic theory the trickle down effect or socialism for the rich.

The proposed Green Line and its land development process and recommendation as conducted by MAPC symbolizes much of the political dialogue at the national level regarding government's role in the lives of its citizens and the role of those who wield government's power for the benefit of the more influential while those at the street level carry the burden of the social inequity gap, which has been growing for over twenty years despite the enactment of civil rights and ADA laws. We contend that this is because of the inherent discrimination as seen in agencies such as the MAPC, MOP and MPO.

Yet in its May 17th small group process, MAPC allowed real estate lobbyists and self identified state OCD¹⁷ staff to abuse their positions within the group by allowing their dominance of the discussion, trying to sell abutters on making the area like Davis Square, Somerville, and imposing OCD plans on the group. This tactic was met with a blunt and direct statement by a GLAM member, which then allowed the abutters in the room to feel comfortable in confronting these lobbyists and more forcefully stating their own positions. In fact, one MGNA supporter forcefully agreed with the GLAM member that she did not want the large scale of urban development MAPC was imposing upon the group, although she supported the Route 16 transit stop. Another MGNA member repeated this sentiment in the Committee of the Whole Meeting as well.

This is the role GLAM members have had to play in meetings, taking on the role of confronting the authority of the government (MAPC) to force full citizen participation, allowing authentic representation, as it should be conducted under civil rights and ADA laws. By confronting these issues, this has provided

¹⁷ It should be noted that the Office of Community Development (OCD) is an ex-officio member of the MAPC committee and its role should have been disclosed within this process.

residents the freedom to put forth their true opinions once we force transparency within the process. This includes the supporters of the proposed Green Line.

Government should not be a paternalistic force that imposes its power and influence on its people. It should play the role of the great equalizer. But it appears that government and its agents cannot accept the educational role of critics and skeptics who push to bring the community, state and local government to the promise of what it can be for its citizens if it is truly working for its people.

Yet to play this role has taken a toll on GLAM members as pertains to inherent discrimination of which they have been on the receiving end. In the May 17th meeting a MAPC planner tried to detain one of our hearing impaired members from returning from a bathroom break to the lecture room area after the member had used Roberts Rules of Order to confront the agenda issues. He was forced to speak loudly since MAPC did not provide minimum standards of asking for his rights under Roberts Rules of Order and ADA, which was described earlier. It leads to the question, if you can't use Roberts Rules of Order and there is a secret rule of government of how you control a meeting, where is the transparency? Where is the freedom of speech? Is civility gained by forcing everyone to perform under the rules of Obedience to Authority?

This MAPC planner used his physically size to intimidate the GLAM member by standing in front of him blocking the only exit and stating/inferring the GLAM member should not bring these issues up. There was discrimination of a person associated with this disability member that occurred as well when a MAPC member took from this GLAM member's hand the randomly selected group assignment she received when first coming to the meeting and then instead told her she needed to go to another room, where the GLAM member found herself and other GLAM members segregated off from other discussion group attendees.

What do you think the person with the disability felt like? It has been reported to us that our hearing impaired member felt as if he was in some type of disability prison unable to use Roberts Rules of Order and accosted for speaking out. Directly after the May 17th meeting was adjourned, the MAPC head transit planner then used private, disability information provided him in confidentiality so MAPC could meet ADA accommodation needs and used it as a tool to characterize assassinate the GLAM member he had intimidated earlier in the meeting with yet again another GLAM member. This GLAM member on the receiving end of this "information" felt compelled to "warn" the chair of GLAM of this tactic. Would this be considered under ADA a hostile environment? The reader can make up his or her own mind.

If the intent of MAPC was to break up the alliances that were built among the environmental justice, disability and the abled bodied, it failed. It only made GLAM members more aware of the problem inherent discrimination

environmental justice and people with disabilities go through. Everyone recognized that MAPC was not being transparent about its agenda and they also recognized the need to speak loudly to a room as large as the lecture hall without a proper sound system in place. In fact, MAPC did not provide standing microphones for audience participation in their meetings to allow comments or questions from their audience. This control mechanism limits participation.

The actions spoken about herein were a form of anticipated discrimination of which GLAM predicted in our meeting two public comments. This is why we hope that the FTA OCR office will broaden its compliance review audit of Mass DOT to both the MPO and MAPC as a sub-recipient of federal and state dollars. The FTA OCR has seen enough *prima facie* evidence in our 2009 complaint/report that it has notified us that it is taking the unusual step of coming to Boston in 2011 for a compliance review. Since that time, GLAM members have filed an MPO complaint similar to much of the complaint about MAPC. GLAM members were found to be correct in our interpretation of ADA. Corrective action is supposedly being taken. Since MAPC works for the MPO as a fiduciary agent, we can only wonder if they will follow through with their contractual agreements to fulfill Title VI and the ADA requirements.

But we do know that we have been effective as we look at public comments from that May 17th meeting where citizens speak to concerns of meeting in non-neutral settings instead of area of impact and the lack of transparency in the process by shutting down free form questions. In leaving the lecture room to attend the small group settings, GLAM members were approached by many residents who asked to be included on our information list and processed their comments with us regarding MAPC's inability to answer citizen's questions and the lack of putting development into context of the Route 16 neighborhood and its direct impact to them. MAPC's actions showed a lack of honesty and transparency in the project and showed the lack of full participation of the disability community, which is written in ADA. It was as if MAPC had something to hide from the general public. And in subsequent actions, MAPC had to publicly through email meeting notices explain their unilateral decision to not address the agenda of displacement and gentrification. But the issue is that it was their unilateral decision, not the public's.

Although we can appreciate the MAPC finally using the Reverse 911 feature in Medford to notify the public of its last two meetings, May 17th and June 23rd at our members suggestions, and for taking the suggestion to hold pre meetings to put the project in full context for those new in the process at their June 23rd meeting, this action in our mind was too little too late. Marginalizing the environmental justice-and-disability-community as a potential key source of information in a public outreach meeting and consequently foreclosing their role as a partner in the community process is another example of culture incompetence and failing to fulfill basic obligations of equitable community participation. But as the MOP

facilitator stated earlier in her introduction to GLAM, she is not hear to rectify civil rights injustices.

Socio-economic impacts of a proposed development on a community may actually begin the day the project is proposed. From the time of the earliest announcement of a pending policy change or development project, attitudes toward the project are formed, interest groups and other coalitions prepare strategies, speculators may lock up potentially important properties, and politicians can maneuver for position. We have seen all of these affects in both the proposed Green Line and MAPC Visioning process. Yet we did not see MAPC involve community members who might be affected by the development nor did we see MAPC hold meetings within the community to be impacted. We did see real estate interests and state OCD employees given priority while the environmental justice and disability communities were marginalized and treated in a dismissive manner.

A socio economic assessment can help communities avoid creating inequities among community groups. Depending upon the type of development, the social impact on the community may affect one group of residents more significantly than another (e.g. the elderly, environmental justice and disability communities). Therefore we believe it is critical to devote attention to the potential impacts of development on vulnerable segments of the human population. In thinking about vulnerable populations it is also useful to examine the consequences of a no development option. Yet, MAPC did not allow a no development option to be discussed or chosen at the MAPC June 23rd meeting as our members who attended reported.

Our members report that the tone was that the state was all ready going to build to Route 16. In fact, in the November 15th Committee of the Whole meeting with the Medford City Council, GLAM relayed a similar sentiment from a local clergyman who asked that we put his "two cents" in on the MAPC proposal and Route 16 extension. (See Exhibit 5). This means that the MAPC was only brought in to "sell" Route 16 and development, not to build consensus as they led the environmental justice and disability community to believe. This has been an issue of non-transparency. Mass DOT and MAPC have not brought forth any impact studies or practical mitigation identification regarding Route 16. The process used by MAPC has been one of regression, not one of critical social consciousness. Instead they have used intransitive and semi-transitive thought, where injustices are viewed simplistically as discrete acts disassociated from larger social structures of cumulative impact.¹⁸

Consensus Decision Making is defined as a broad or general widespread agreement/opinion among all members of a group and should be a process that seeks not only the agreement of most participants, but also the resolution or

¹⁸ InformeDesign, Newsletter, Volume 06, Issue 11, Kyle D. Brown, Ph.D., Justice in the Context of Environmental Sustainability

mitigation of minority objections. There should be agreement seeking to help everyone get what they need. It should be a collaborative process whereas participants contribute to a shared proposal and shape it into a decision that meets the concerns of all group members as much as possible. This did not happen at MAPC meetings where MAPC determined the choices and controlled the sound system where free form questions could be prevented.

Consensus blocking within the process should allow for forms of dissent. All members should be afforded equal input into an egalitarian process and should be inclusive of as many stakeholders (including the environmental justice and disability community) as should be involved in the decision making process. It should not have been a competition for MAPC's personal preferences as many of our members felt the process was in the June 23rd exercise without consequence to social economic impact. In trying to achieve consensus decision-making, meetings should have been participatory and should actively have solicited the input and participation of all decision makers. It should not be an imposed pre-determined plan as it obviously became.

Participants should be aware of what is known the "Abilene paradox", which is the susceptibility to group think. A group can unanimously agree on a course of action that no individual member of the group desires because no one individual is willing to go against the perceived will of the decision making body. This is particularly true if the MAPC or MPO facilitator in this case was pushing for a consensus vote where there was none. The latter statement reflects what many of our members reported they felt about the MAPC process held on June 23rd.

Instead our members experienced the following as they provided feedback both through email communication and at GLAM Executive Committee meetings.

Medford resident, Richard Grant's quote: "I attended the meeting. It was the usual dog and pony show and stacked with tufts people or people from parts unknown. As you entered you were assigned to sit at a table with two of them and five alleged local people. You could only ask questions to the moderator sitting at your table. No general questions were allowed. You were presented four options and had to vote on one of the options no matter what. Then they would say ok the vote of this table is 4-1 and the recommendation of the table was the option with the most votes. Dissenters were left in the cold." [sic] Was this issue described in comments to the MPO when deciding upon funding for Route 16? We think not since citizens such as Mr. Grant were not made aware of the obscure process at MPO. Yet the MPO made its decision to fund Route 16 based upon boilerplate letters from advocacy groups they believed representative of the process.

The break down into small groups as described by Mr. Grant seemed similar in other groups as well according to our members with a mix of neighborhood

residents and people from Arlington and Somerville (Teele Square) who were not directly impacted by the Route 16 development proposal.

Although some members reporting on their feedback felt they were allowed to talk freely at their table, all reported that the status quo scenario (or no development option) could not be a choice even though most reported that there were more at their table that wanted status quo as the majority vote. It should be noted these folks were sitting at different tables and not with each other. As a participant, you were led to believe the state was going to build the Rte 16 transit station yet transport and its impact did not come up at the meeting.

One GLAM member stated that their table refused to come up with a consensus vote since there was no agreement, which defaulted them to the status quo. Though the facilitator told them they could not move forward in the exercise without a vote, they stuck with the status quo. An Arlington woman in attendance at this member's table summarized attendees' thoughts with the following: "This is a big mistake and disrupting to the neighborhood. Who are we to decide?" Was this person told about the MPO meeting and was her comment recorded by MAPC for the MPO?

Another member reported she felt at her table she had to agree with one scenario despite the fact that the majority vote was to stay with status quo. The facilitator would not allow them to move forward to the next scenario without a forced agreement, using his software program as the excuse. Again, was this comment captured for the MPO by the MAPC for their decision making process? Yet the MPO takes into account boilerplate letters crafted by one person instead of real people talking about real problems.

There was concern many direct abutters may not have been in the room to understand that their properties were open to be taken by the vagaries of a process that seemed slanted. While another member reported that one owner of single family home on Boston Avenue walked out upset when it was identified that her property rights might be taken in eminent domain for development at the whim of a public vote.

The major concern amongst GLAM members reporting was their concern and distrust that MAPC in forcing votes to assist their software, programming exercise was actually going to be used in the recommendations of MAPC's report as a consensus of what the community wanted when in fact it was not at their tables. This latter concern, as we discussed in previous public comments, hark back to the techniques described in the study, *Obedience to Authority*. The software program and its results became more important than the input from the public. The technician and facilitator at each table was no better than those in the scientific study where through authoritarian and behaviorist technique environment research subjects were forced to take action they would not necessarily perform under non authoritarian means. The MAPC facilitators and

technicians became the "white coat" authorities in the room. You were a "bad disruptive person" if you questioned authority and you did not allow the process to move forward as the facilitators required.

As Mr. Grant intuitively picked up in his comments, the discussion groups were set up to push for certain results. Although others could not conclude as certainly as Mr. Grant, they spoke to similar feelings and make up within their groups. This speaks to the Abilene paradox of susceptibility to group think, especially if you are involved in an exercise where options are limited by facilitators and you feel you will be punished if you do not acquiesce.

The process used by MAPC is not a healthy situation when facilitators contrive processes through authoritarian, behaviorist means. They might not even be aware of this flaw in their educational background. With such a process can this be truly thought of as the true intent of the Civil Rights and ADA laws, where governmental bodies suppress true opinions of citizens? And when by its own polling results, MAPC showed very little attendees in the room, 34, and no African American representation at all in the meeting, the process reflects little citizen participation in a city of 55,000 or a project that entails a population of an estimated 200,000 when considering the three cities involved in this extension process.

And if this is how government truly works, why should we be surprised at the current state of our political affairs where government and its politicians are not trusted to work for the benefit of all its citizens? But as the MOP director states, they should not be held accountable to correct these civil rights issues. Is this inherent discrimination?

The proposed Green Line Extension has become a boondoggle with the government using special interest groups as cover to continue its charade of funding. By opening up the candy store to special interest groups and lobbyists, around promises of station design and promises of urban development on a grand scale without regard to social equity, the government has shown itself to be unreliable in intent and common sense.

Somerville leaning politicians, who support the project without a sense of the complexity of the project and demonstrate a sense of disregard toward both constitutional and social issues of social inequity, used rhetoric that funding was there for the proposed Green Line from the beginning when it was not, a good tool for beneficial re-election processes. Yet the general public in Medford remained skeptical of such claims because they were being told on the local Medford political level there was no money for the proposed Green Line based on reports they were receiving by Mass DOT. Yet, Mass DOT or its political supporters did not respect this empirical knowledge. Was the media publicity that there was no money for the project used to discourage participation and to

keep people in a state of apathy or one of manipulation within the governmental process of the MPO and MAPC?

Now we find there are those who speculated in buying housing along the proposed Green Line who cry foul at the recent delay announcements even though to the critical eye these delays were self evident when observing the process from a less abstract, less self interested perspective and one based more in reality. The real estate speculation is a symptom of the pressure to be put on affordable housing from those who are no better than gamblers playing at the craps table.

While the same state delegation that abhor gambling for the less affluent at casinos and vote against this industry coming to the Commonwealth, they appear to state it is okay for the affluent to real estate speculate upon the moderate to low income communities that will be impacted by the proposed Green Line. Speculators push up the price of housing while these government bodies refuse to address the issues of social inequity with mitigation that address the cause and effect of this widening gap in our society.

Land Development Studies

While local political leaders awaited studies on Route 16, it has never really been determined what those studies would entail or even if they would materialize within the MAPC recommendations. And they have not. There is, of course, environmental assessment impact and engineering studies that need to be done to reveal the impact of putting a transit station at Route 16 at the local level. This impact has never been identified at the MAPC meeting and has been strangely absent in the speaking of the transit stop. What are the true identified land takings, the air quality impact at the local level both direct and indirect, the traffic mitigation issues, natural resource, cultural and historic implications? Although both Mass DOT and MAPC spoke on Route 16 in regional benefit terms, they have yet to identify the local impacts to the surrounding neighborhoods required for a community to make an informed decision.

Yet, the Chair of GLAM was told by Mr. Eric Bourassa of the MAPC in an encounter in Boston that Medford Mayor, Michael McGlynn, was being unrealistic in his demands on studies for the Route 16 area since MAPC would not be performing engineering or EIS studies on Route 16. This is likely why MAPC has avoided speaking to the impact of a transit stop at Route 16, as it would add complications to its “sell” of land development in the same area.

They also have not spoken to the characteristics of the local neighborhood and the differences between quality of life in an urban setting and in one that is primarily inner suburban. In fact, MAPC writes much of its report in political subtext, suggesting mitigation for Medford as if it is a large urban city with substantial financial resources. MAPC’s vision is to treat Medford as if it is a bedroom community geared to university expansionist’s goals, likening it to Kendall Square and Boston’s Innovation Zone (page 30 of report). And again, the question of the “White Elephant” in the room, Tufts University, whose Master Plan was never transparently addressed. Do residents and the city want to set up what can become an eventual College demarcation zone within the city and what of its social impact upon the quality of life within the community?

In their faculty minutes of 2005 on their master plan¹⁹, The Tufts President and their architects presented their planning ideas about the surrounding community. Yet the cumulative impacts, both social and non social, were not addressed in any MAPC meeting although Tufts’ plans point to university expansionism.

Then Tufts President, Lawrence Bacow, and their architects in these minutes point to their Master Plan that describes university expansionist plans for the Medford community whose goal is to be built around the proposed Green Line Extension project. We quote from their meeting notes found online.

¹⁹ ARTS, SCIENCES AND ENGINEERING FACULTY MEETING COOLIDGE ROOM, BALLOU HALL WEDNESDAY, OCTOBER 19, 2005

"One was the entire stretch of the Boston Avenue corridor, which for years really has not been an identity-defining sector of the campus. But we think that with careful development of pieces particularly around the Boston Avenue and the College intersection that that stretch of Boston Avenue, both east and west, could become a future kind of growth corridor for the university." [sic]

They speak of taking air rights above the tracks at College and Boston Avenue and creating a major new kind of urban plaza to unite their campus. Around that they state, "there would be the new ILC to the south, and two new buildings. One would be an academic building north of the plaza, along the tracks, and then this building, which would be a combination much like Dowling is, a parking structure below parallel to the tracks, and then additional building space, probably academic space above that.

The idea is to build that parking structure parallel to the tracks here to replace parking that is currently in the Cousins lot right along College Avenue here so that, in fact, rather than having parking as your image and sort of at the front door of this gateway to the campus, move that parking deeper into the tracks, use the natural grade of the hill there to camouflage or to -- not camouflage, but to put parking where it would be less obtrusive than right out on the street in front of one of your gateways." They then go on to speak about all the property they are buying up on Boston Avenue toward Route 16.

Why have these development plans not been transparently presented to the community at large through either the Mass DOT or MAPC recommendation? Tufts Master Plan has cumulative effects upon the whole community, both direct and indirect. Will these plans create a situation that creates a social equity gap within the city?

Community Development and appropriate study requirements.

There are many questions that have been left unanswered by MAPC facilitators within their recommendation report based upon our research of other more informed approaches. These are the same facilitators who controlled the agendas and defined the conversation. They controlled the scenarios and did not allow questions to be asked nor did they allow free flow discussion regarding critical or skeptical issues at meetings that would have allowed the project to be put in full context so that residents could make fully informed decisions before being sold scenarios. There cannot be just political rhetoric around recommendations.

We are outlining below some issues we believe should have been brought to a fuller transparency and due diligence disclosure within a process that has had none to date. We believe these issues warranted answers before there was any involvement at the local level of presenting any recommendation from MAPC.

Land Development Issues and Community Impact:

A social equity analysis should have been identified pertaining to those who will be impacted by the MAPC scenarios. Such a social equity analysis should have been elaborated upon on both a qualitative and quantitative basis.

There was no disclosure of any Reciprocal Agreement between the Cities of Somerville and Medford within this report recommendation. The status of this agreement, if any, should have been identified at the beginning. The public was led to believe by Mayor McGlynn at the first MAPC meeting that there was a partnership between Medford and Somerville regarding this process. Yet the political maneuvering we described in our Executive Summary says there is not such an agreement and concern arises as to Somerville's intentions in this area if there is not neighborhood agreement.

Somerville's plans for Rte 16 should be identified with or without the proposed Green Line Extension. These plans have not been discussed. What will happen if reciprocal zoning changes are not agreed upon between the two cities at this location? Will Somerville force development upon this neighborhood as they infringe on the City of Medford? And what are the measures of recourse the City of Medford can take if they feel infringed upon?

Cummings Property is planning to expand its building on the side of 200 Boston Avenue, not the front, as per the public hearing notice recently in the local newspaper and is currently seeking variances. This recognized expansion is different than described in the MAPC visioning recommendation report nor has there been a Mass DOT's engineering review as to its impact on any extension of the light rail system on this property. MAPC states Cummings Property has bought into MAPC's scenario proposals for its property (see page 55 of report). Yet in the November 2nd meeting at Medford City Hall the Cummings Property representative stated they were neutral in this process when asked.

Mayor McGlynn wrote in his June 1, 2011 letter to Sec. Mullan that he was expecting the MAPC Land Use process to provide a study that provides findings on technical information that minimize property takings and impacts and identifies where growth should happen. MAPC has provided no such technical information concerning the impact regarding the physical build of extension of the proposed Green Line to Route 16.

Recently in meetings regarding the redistricting of Medford's ward districts the Secretary of State's office only planned for growth in the next ten years in the Wellington Circle/River's Edge area for Medford. MAPC's information appears to differ from what the Sec. of State's office has predicted based upon the Medford Office of Community Development information. MAPC has failed to provide information on growth factors occurring in other parts of the city of Medford and

Somerville that will have cumulative impact on Route 16, both direct and indirect impact.

Environmental Impact Analysis and Assessment

MAPC in their report did not identify the deficiencies or tradeoffs between possible development alternatives, which includes a no build scenario that outlines natural growth versus forced growth. They also did not identify all courses of action and the environmental impacts associated with each focus area recommendation. Their report did not provide specifics of which groups in the community may be directly or indirectly affected by the project or action, such as the environmental justice or disability community. Their report did not identify the potential environmental cumulative impacts associated with any proposed scenario development.

Areas concerning long-term environmental cumulative impacts that should have been identified such as follows:

- (1) The potential impact of development on runoff from impervious surfaces, increased pollution loadings and decreases in available water supply
- (2) The type and magnitude of off-site and out of community impacts such as Somerville's current plan to build housing units at the old Waterworks building directly adjacent to Route 16.
- (3) Direct impact disturbances that may cause change in temperatures, light, moisture and nutrient levels within land resources.
- (4) Indirect impact disturbances around loss of plant communities that can result in decrease water quality (e.g. loss of filter function associated with plant communities) and a reset of the water table.
- (5) Their report did not identify the loss of wildlife and wildlife habitat that may be impacted by both direct and indirect activities associated with development. That includes all species both native and migratory that arrive at different times of the year.
- (6) Their report did not identify in scenarios changes in or new construction of impervious surfaces such as parking lots, roads and buildings, increases in the volume of rate of runoff that can result in habitat destruction, increased pollutant loads and flooding.
- (7) Noise pollution from new development can have a significant impact on both human health and quality of life for residents of a community. Their report should have identified level of noise pollution increase expected with each focus area scenario with and without the proposed Green Line. In fact, GLAM's independent reviewer of the NEPA Environmental Assessment found that Mass DOT has not taken into consideration

development impact changes to the environmental throughout the GLX corridor.

MAPC's report should have identified the connection of land use in the area to history and culture. For example, the Route 16 area is connected historically to the Abigail Adams family and the Middlesex Canal.

Their report should have identified a time of scarcity of the community's natural resources and should have identified the effects new development would contribute to the potential for scarcity.

Their report should have identified Land Resources and the changes the development would make in drainage patterns. MAPC's report should have identified such environmental assessment impact such as areas of flood plain and whether land development would exacerbate this problem.

Their report should have assessed Water Resources and the impact of development on the Mystic River. Their report should have identified the impact on the watershed from both current and cumulative development projects.

Their report should have identified Biological Resources and the impact to animal and bird habitat. Their report should have identified impact to trees along the path of the Green Line extension that currently acts as a filter to diesel particulates.

The most significant environmental effects may result not from the direct effects of a particular action, but from the individual effects of multiple actions over time. Therefore, their report should have identified impact of other development beyond just the Route 16 area.

Fiscal Impact Analysis

The purpose of fiscal impact is to estimate the impact of development or land use change on the costs and revenues of governmental units serving the development. The costing methodology is important and should have been identified in any land development recommendation.

It should be noted that average costing does not take into account excess or deficient capacity to deliver services and it assumes that average costs of municipal services will remain stable in the future. Marginal costing on the other hand relies on analysis of demand and supply relationships in public services, recognizing growth as a more cyclical process in terms of the impact on municipal expenditures. This is important to the impact of municipal budgets and to the city's taxpayers. Yet these impacts were not identified in MAPC's selling of their recommendations.

Their report should have identified in a fiscal impact analysis the threshold where surplus capacity in the land use study is eventually depleted. In other words, they should have identified the point where new development proposed or new growth identified would require new infrastructure investment and the marginal cost of where serving a new resident may actually be higher than the average cost.

Their report should have identified and quantified the demand upon local services by new residents and new workers. Fiscal impacts vary with the type of development; therefore, MAPC should have identified with each scenario present demand upon local services, such as police and fire, and increased demand. Their report should have identified the fiscal cumulative affects over time with each land scenario they presented. Their report should have identified the major spending categories in a municipal budget that development will impact and any new services that will be necessary to serve the development. Their report should have identified if development will prompt any change in the delivery of the existing level of municipal service and identified any additional staff required to provide the same level of service.

Their recommendations should have identified if development affect service quality, such as police and fire response time and if the development will be served by new sewer and water lines or existing lines. Their report should have identified if there will be user fees and charges required to cover the costs of such services.

A fiscal analysis should include the interaction of land uses when development occurs (i.e. increased traffic congestions that may require greater street maintenance and repair, or the impact on property values outside of the direct development area. They should have identified the distributional impacts in how land use scenarios affect different groups in different ways. They should have identified if new residents associated with the development will move in from outside the community or will they relocate from within the community. They should have identified the number of new residents expected in each scenario. They should have identified if there is the expectation that new employees will be relocating or commuting in to work in the community. They should have identified any and all infrastructure facilities necessary to accommodate new growth.

Funding Mechanisms

MAPC did identify one recommended funding mechanism to be used by the city of Medford to pay for Route 16 development, called a TIF or DIF bonding mechanism. Yet, they did not identify debt service requirements or the sticking point of how much up front costs for this project the Medford taxpayer would be footing the bill. Nor did they mention the tax exemptions that will be offered to

developers, a factor in recouping costs for the taxpayer. TIFs or DIFs are based upon "potential" revenue.

TIFs, a strategy used in California to fund development projects, are one factor attributable to that state's current fiscal crisis and the reason that Governor Jerry Brown recently eliminated Redevelopment Authorities in the state. Somerville recently found itself caught in the web of a similar controversy when it had to unexpectedly go out for a TIF bond for \$25 million dollars to complete Assembly Square when promised federal money was pulled away and developers balked. There appears in MAPC's recommendation no consideration of the affect on bonding authority and bond ratings for the city of Medford in such a recommendation in consideration of other city priorities.

What qualifications does MAPC have to recommend this type of financial instrument? This is where planners are weak. They are not financial people and not humanistic trainers and most of them are not inter disciplinarians in their thinking. Hence, you only get one disciplines point of view. That is why they call it a vision, since they have little experience in areas outside of planning. This brings another question as to whether they have the expertise to give recommendations outside of their own field, such as financial, inter workings of cities, political strategy, traffic concepts, zoning adjustments and small business approaches. They have not identified any experts in these fields with their recommendations. What is their expertise in these areas? How many years have they worked in it? Yet when a group of people expresses their expertise such as in the field of finance, the field of traffic, the field of political strategy and zoning change, and the direct knowledge of small business, the planner puts on a deaf ear. We have all of those people with that expertise in GLAM and access to more.

MAPC did not identify capital investment items in their recommendation to accommodate their proposed new growth. They should have identified any new social services, such as a library, park space, that an increased population will generate. This includes identifying the current surplus capacity as to these social services and the current capacity of infrastructure requirements, sewer and water and any new or changed road requirements. They should have also identified if new or increased population will generate a need for any more public safety or public works vehicles.

Again, MAPC should have identified the cumulative impacts of other development in totality upon the city of Medford such as outlined in Tufts Master Plan and in Somerville's Master Plan. They remain silent on these issues. The incremental impact of each development when added together may be significant. And in their polling of participants at meeting they did not and should have identified the threshold condition, beyond which change would be unacceptable to our community. In fact, at the Committee of the Whole Meeting with the Medford city council, even a member of MGNA complained that MAPC

did not listen to their discussion group at the June 23rd meeting where they did not want such high-density development. The question becomes, whom was MAPC listening to?

Nor did MAPC identify the cumulative impact on the city of Medford school district and costs associated with it and whether current facilities are able to absorb new residents with family. And most importantly they did not identify the cumulative impact on the city of Medford's operating budget.

Cost of Community Services (COS)

COS allows for an assessment of the cost-revenue impacts of broad land use categories on a community. This analysis differs from a fiscal impact analysis, which focuses on one specific land use project. Such a COS study may provide more precise information in terms of allocating costs and revenues to non residential and residential use projects within the city as currently exists in this point and time. Such a study would have helped inform around choices of scenarios if one is aware of the best value to the community on overall cost of residential versus commercial versus retail land use. Although this requires local data collection, it should be required to know the current costs and revenue identified with current land use projects in the city now (incorporating old and new projects, the latter including Station Landing and Rivers Edge).

Such a study if it had been performed would have identified an allocation of current expenditures by land use category that includes:

- i) Public Safety
 - (1) Number of police calls to land use categories
 - (2) Number fire calls to land use categories
 - (3) Number of ambulance calls to land use categories
 - (4) Local records detailing specific sites of inspection
- ii) Public Works:
 - (1) Identify street maintenance and where it occurred
 - (2) Identify cost of refuse/garbage collection
 - (3) Identify costs of solid waste disposal
 - (4) Identify costs of recycling program
- iii) Identify costs of health and human services within city
- iv) Identify costs of culture, recreation and educational costs within city
- v) Identify costs of conservation/development in city
- vi) Identify current cost of debt service
- b) Identify an allocation of current revenue by land use category that includes:
 - i) Property Tax Revenue attached to each land use category
 - ii) State Shared Revenue
 - (1) Transportation funding
 - (2) Local aid

- (3) Licenses and Permits
- (4) Fines/Defaults
- (5) Public Charges
 - (a) Recycling fees
 - (b) Solid waste disposal fees
 - (c) Cemetery income
 - (d) Parks income
- (6) Miscellaneous income

Traffic Impact Analysis:

All development generates traffic and as MAPC identified in its report will generate enough traffic to create congestion and to compel the community to invest more capital into the transportation network. Traffic impact analysis is important in assisting public agencies in making land use decisions. It should include a traffic impact analysis that includes development at Route 16 without the proposed Green Line station at Route 16 and with the proposed Route 16 station.

A true traffic impact study would help forecast additional traffic associated with new development. It would assist in land use decision-making. Assist in allocating scarce resources to areas that need improvement. Identify potential problems with proposed development. Help to ensure safe and reasonable traffic conditions on streets after the development is complete.

A traffic impact study should include trip generation data that the development will generate during an average day or during peak hour traffic. A traffic impact study should identify high traffic volumes on surrounding roads that may affect movement to and from the proposed development area. It should identify inadequate sight distance at access points. It should identify the proximity of the proposed access points to other existing drives or intersections. It should identify the ability to make left or right turns from the point of access of the development. A pass by factor should be incorporated into any traffic impact study. Pass by trips are made by traffic already using the adjacent roadway and enter the development site as an intermediate stop on the way from another destination.

Currently, MAPC's recommendation that extending signal time would better accommodate pedestrian circulation is unrealistic when speaking to such busy traffic on Route 16. Traffic idling at longer red lights will only exacerbate the pollution from cars and trucks and frustrate motorists even more in a heavily congested roadway. Where is the study on diesel particulates and car and train pollution?

There has been no true and full identification on how the American with Disabilities Act requirements fit into access by people with disabilities in such busy scenarios.

MAPC's recommendation that some on street commuter parking can be accommodated because residents will be away at work during the day flies in the face of hypocrisy (see page 41 if report). Isn't the proposed Green Line to encourage local residents to take the Green Line? Therefore, why would they be driving their cars to work so others can park in their place within the neighborhood during the day? When one commuter parks in the neighborhoods others are soon to follow.

MAPC has not dealt realistically with the fact that cars will drive from 5 miles away to reach a transit station, while walkers will come within 1/2 of a mile and bicyclist within two miles according to federal transit reports.

Socio-Economic Impact Assessment

A socio-economic impact assessment is designed to assist communities in making decisions that promote long-term sustainability, including economic prosperity in a balanced and equitable fashion, promoting a healthy community, and social well-being. Assessing socio-economic impacts require both quantitative and qualitative measurements of the impact of proposed development and we asked for such an assessment. Assessing community perceptions about development requires the use of methods capable of revealing often complex and unpredictable community values that are consistent with the commitment to preserve the character of the community.

A socio economic assessment can help communities avoid creating inequities among community groups. Depending upon the type of development, the social impact on the community may affect one group of residents more significantly than another (e.g. the elderly, environmental justice and disability communities). Therefore we believe it is critical to devote attention to the potential impacts of development on vulnerable segments of the human population, not a general brush stroke. In thinking about vulnerable populations it is also useful to examine the consequences of a no development option.

Determination of impact to small businesses is also a critical factor as development generates competition that lures consumers away from current businesses within the area. Socio-economic impact should not take a backseat to other studies and is critical.

Therefore MAPC should have identified in their recommendations a socio-economic assessment focus prepared on the following:

Demographic Impacts:

- 1) That identified the estimated population change with land development
- 2) That identified the percentage change in age, ethnicity, race and disability

- 3) That identified whether there is an influx or out flux of temporary workers
- 4) That identified how many children expected per housing unit

Housing Market Impacts:

- 1) That identified whether the development helps to satisfy current or projected housing needs
- 2) That identified specifically whether rents and housing prices will be affordable to the current or new segments of the population
- 3) That identified if the development results in further concentrations of one type of housing

Retail Development Impacts:

- 1) That identified economic issues currently facing local retailers
- 2) That identified the specific proposed retail of the proposed development project
- 3) That identified how this development would affect competition for other retail businesses within the impact area, particularly West Medford Square and Medford Square where the primary plan of the city is focused

The impacts on Employment and Income

- 1) That identified the current unemployment rate in the community and in what skill areas
- 2) That identify what it has been historically
- 3) That identified how the proposed development would influence the unemployment rate and distribution of employment among different groups
- 4) That identified what is the average, maximum and minimum overall income of workers in the community and its comparative changes with new development
- 5) That identified the range of income and wage rates of jobs associated with the new development and that should identify what will be the educational achievement level requirement
- 6) That identified whether the new development will offer temporary or permanent jobs with specifics in number and type of job.
- 7) That identified whether the new development will require additional workers to move in from outside the community or will the current population fill available positions

Assess the Current Accessibility of Public Services

- 1) That identified the present level of services in the community
- 2) That identified the anticipated needs and accessibility to services of future populations
- 3) That identified the current distribution of services in the community (to social groups or to neighborhoods)

- 4) That identified if there are organizational or coordination problems currently being encountered by service organizations or agencies. That identify if such problems will be encountered in future service delivery. And if so, should have identified what they were.
- 5) That identified the implications of future service and facility requirements and revenue sources on tax levels, net fiscal balance and service quality

Conclusion: Human Development versus Economic Development

On November 2nd the MAPC put forth its draft recommendation, and although they claim it does not include a Route 16 transit station decision, the tone has already been cast toward selling a Route 16 terminus. At a MAPC meeting with the African American community MAPC claimed Route 16 was a “mandated station”, which cast doubts on the accuracy of the process since it is not a mandated station under the SIP nor has the state concluded that it is Medford Hillside, which is contended by supporters. This is the political situation that has arisen from this project that Medford Hillside is now Somerville by the conclusion of those who support the proposed Green Line. Though a slice of land is in Somerville, the project over burdens Medford and to get to that point with light rail you must go through Medford. This is a process tainted by Somerville leaning politicians who are involved.

In a letter written to Mass DOT Sec. Davey on November 16, 2011, Mayor McGlynn clarified the position of what Medford wanted. Mayor McGlynn stated “The approach to the project with an initial terminus at College Avenue and the lack of advancement of study and design to Route 16 is a missed opportunity.” He goes on to state, “The provision of sufficient information and a sound public process could have achieved consensus amongst the people with varied priorities.” GLAM believes that no consensus was really built since several members of the Medford community were discriminated against, a deaf man, a member of GLAM who in the past ran for public office never returned to MAPC meetings due to improper ADA minimum standards. His argument was echoed throughout the process. An Italian American member, who objected to the academic facilitator’s concept of civility as stopping his free speech never came back and asked us to keep him informed instead. He is willing to testify to what he said. Other members of the community who would not go to Tufts were identified by GLAM to MAPC and when meetings continued to be held at Tufts, these residents would not come since they had been arguing with Tufts for years over community versus university control. Of these groups, no consensus was built and each of these members described are leaders in the community of Medford.

As we stated earlier in this report, once land development is pinpointed and put on the table, it now becomes a significant issue at the local level, causing real estate speculation to begin as we have all ready seen based upon similar letters of people crying fowl at the delay in the Green Line to their choice of housing purchases in Medford, similar as seen in Somerville. And what of the role of the City of Somerville and the pressure it is putting upon the communities surrounding it? This was never addressed in the MAPC vision meetings as they compartmentalized the view of development, omitting these cumulative affects.

There are, of course, the pretense of mitigation measures that can be taken regarding gentrification and displacement. But as noted in the essay, "Grief and adaptation: The Impact of Relocation in Boston's West End", public discussion of plans for urban renewal will happen several years before the actual land takings and local pressures will develop in the meantime from entities such as Tufts University. And during that time, the land development plans will undergo many changes. As in the case of The West End and other similar projects, there will likely be a gradual decrease and eventual elimination of all talk of low cost or even middle income rental housing, which in the case of the West End included promises of opportunities for local residents to continue living in the area. And as we have seen in the Max Pak land development in Somerville, these Community Agreement promises are often broken as developers move to save costs and go for highest and best use in housing pricing.

And although the West End urban renewal project is noted as one of historic notoriety in planning and caused public policy reform changes in the dialogue on urban renewal and social equity, it appears that it is still relevant today in the largeness of scale of urban development planned for the proposed Green Line Extension corridor as proposed by the predetermined vision of MAPC. And although government planners may have paid lip service to this reform over the years to appear as if there is more citizen participation within the planning process, the boosterism aura that surrounded "urban renewal" in that era is back with a vengeance as seen in comments such as from the Union Square Market Association. And there seems to not be any willingness to comprehend the costs of what is defined as "progress" and identifying the disparity between who the beneficiaries will be and who the victims will be.

In *Lessons for Urban Planners*, an essay written by Chester W. Hartman, a city planner, an essay also in the book "The Last Tenement: Confronting Community and Urban Renewal in Boston's West End", he writes that traditional planners are seen as those serving specific political goals and class interests, and the official planners, wittingly or unwittingly, serve those needs instead of dealing in alternative proposals more suited to neighborhood needs and desires. We have observed and reported on such a process by the MAPC and within the proposed Green Line Extension process as they defined and controlled the dialogue.

On October 19, 2011 on a fall afternoon, MAPC finally met with the environmental justice community at the West Medford Community Center in the 11th hour of putting forth their draft recommendations. The West Medford Community Center is known as the historic center of social interaction for the African American community in that area. GLAM was provided an invitation to this meeting by members of the West Medford Community Center. Also present, who can verify our interpretation of the meeting, was the President of the Mystic Valley Regional NAACP. And as we reported to MAPC, the members of this environmental justice community were greatly concerned about gentrification and displacement, the lack of outreach to their community and meetings held in non-

neutral settings instead of in neighborhoods of impact. This can be seen in the notes MAPC took at the meeting of which we requested, but are not posted on their website and it is questionable as to whether MAPC considers this meeting part of their formal process. In regards to the NAACP President's concern that his community was not being treated equally to the Tufts community, we have provided copies of the comments of those participating at the WMCC to ensure they are on public record at the request of GLAM environmental justice members. This again goes to the planners' inability to recognize different members of a community and their lack of cultural sensitivity to historically disenfranchised populations.

Since GLAM was formed to represent all members of Medford and has a diversity of members within it that speak with different methods of communicating, it becomes apparent those different methods appear not to have been wanted at the MAPC meetings. Trying to get the state to recognize that environmental justice members have rights to not want to participate in places far from their homes and that people with disabilities have rights to have required minimum ADA standards followed and that people with different backgrounds in life, do not always want to be lectured to and sold a project was difficult in the face of a predetermined vision. Citizens want real facts. They want the truth of what the project will do, not a vision on grandiose style. This is where MAPC fell down. By not producing an equal vision of what the community wants and by not recognizing that Medford was a much better educated community around equity and diversity than Somerville, this leads to the point that GLAM has put forth to the FTA Office of Civil Rights requesting that they step into the GLX process.

For MAPC to tell the political structure and planning department of Medford that they should look more like Somerville is an insult to the environmental justice and disability populations. While Medford stayed on the course in wanting more studies and a more organic process with the community, and while Medford went out and got true authentic representation as part of their comments, Medford made a decision they could not make a decision on studies that did not identify impact. Which community are the better planners? The one that involves all its people or leaves them out? Which community is more progressive? The community that recognizes the fullness of its diversity, including its educational diversity, and recognizes free speech rights without being tainted by planners and allows them to participate along with environmental justice and disability community in equal partnership to make joint decisions on transportation? Or those that leave them out? Throughout this process, it has been shown that this is Medford, not Somerville. Somerville is driven by political means and by political rhetoric and not by facts. Any good scientist would take a look at this planning and see that all that is requested by Medford is a fair process, and the planners of Medford have been keeping that goal, not the goal of political expediency.

Was this equal treatment of the environmental justice community? Only time and court challenges may tell. But if the human historic aspect of West Medford is eradicated through gentrification and displacement, the “Village” as it is known historically may disappear from the landscape much as the struggle seen between Columbia University and Harlem.

Where do the environmental justice comments fall within the schedule of the MPO and MAPC process? This question brings the onerous upon the current city administration to address this issue only with the heightened pressure from the environmental justice and disability community. With the marginalization of both the environmental justice and disability communities in the MAPC process, it puts the focus on local leadership even higher due to Somerville’s ability to root people toward a vision that is only Somerville centristic.

Therefore, we cannot support the Vision of the MAPC as it now stands. And it appears based upon a recent Boston Globe article on the November 2nd meeting that there are others with the same sentiment as the report states, “During about an hour of questioning, only one resident spoke up in praise of the project...” (See Exhibit 6). Many GLAM members were anticipating supporting this process until they came to a civility meeting. We watched carefully with the resulting observations that if this is the way free speech is being handled and this is the way the environmental justice and disability community are to be handled, how far has Somerville really achieved social equity?

The late legal scholar, Derek Bell who taught in lesson parables wrote about “The Space Traders” from his 1992 book, “Faces at the Bottom of the Well: The Permanence of Racism”. That parable describes promises made to a white community to solve its debt issues, its energy and resource issues in exchange for one thing: its black population, which would be sent to outer space. The white population in the parable accepts the offer by an overwhelming margin. We hope that city leadership based upon promises of economic development does not arrive at the same overwhelming margin at the sacrifice of the environmental justice and disability populations within our community. And now with Mayor McGlynn’s comments we see the progress that has been made in the community of Medford over equitability and planning. Planning for Medford equitability overrides Somerville’s years of achieving higher poverty rates and being designated as a city of income inequality by many studies and reports.

This report was co-authored by GLAM member's Carolyn Rosen and Dr. William Wood who worked with its GLAM membership in ethnographic and action heuristic research on the MAPC land development process. GLAM's Executive Committee with a full unanimous decision has approved this report at its December 14, 2011 Executive Committee meeting. The Executive Committee membership consists of the environmental justice, disability and able-bodied population of Medford.

Sincerely yours,

Carolyn Rosen
Chairperson
GLAM

Respectfully Submitted by GLAM's Executive Committee Members:

<p>Ms. Carolyn Rosen, MBA, MTS ADA Coordinator/CFO Chairperson of GLAM Elected member of the Medford Democratic Party and officer Member of the Zonta Club of Medford 25 Bussell Road Medford, Mass. 02155</p>	<p>Ms. Mary Anne Adduci Secretary of GLAM Board of Director of Arthur D. Little Alumni Association 2 North Street Medford, Mass. 02155</p>
<p>William Wood, M.S., M. Ed., Ph.D. Retired Business Owner, Wood & Associates Elected Medford Democratic Party member and Ward Chair Kiwanis Club board member Disability Advocate 25 Bussell Road Medford, Mass. 02155</p>	<p>Mr. Henry Milorin Elected Member of the Medford Democratic Party Disability Advocate 8 Temple Street Medford, Mass. 02155</p>
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<p>Gwen Blackburn Retired Dir. Of Multi-Cultural Dept. SPED & Harassment liaison, Civil Rights Officer Medford Public Schools 233 Arlington St. Medford, Mass. 02155</p>	<p>Mr. Felix Blackburn EEO/Affirmative Action Officer State Transportation Authority, Retired Commission Member of the Medford Traffic Commission 233 Arlington Street Medford, Mass. 02155</p>
<p>Paul Morrissey Business owner, Aerocycle 642 Boston Avenue Medford, Mass. 02155</p>	

Exhibit One

Needs

everything we ask and recommend of a robbery victim," said Suffolk County District Attorney Daniel F. Conley. "He didn't resist. He gave up everything he could. He kept his hands in the air and presented no threat. And this defendant shot him in the chest, killing a peaceful man from half a world away whose only goal was to build a better life for his family."

Jurors convicted Corliss of first-degree murder under the theories of deliberate pre-meditation and felony murder.

Jurors additionally convicted him of armed robbery while masked and unlawful possession of a firearm.

A sentencing hearing has been scheduled for Thursday at 2 p.m. Because Corliss was convicted of first degree murder, he will automatically

be sentenced to life without possibility of parole.

Dangol, who is originally from Nepal, leaves behind a wife and daughter.

"I only hope they can take some small comfort in the knowledge that Edward Corliss will now spend the rest of his life in prison, a place he never should have left in the first place," Conley said. "The terrible, terrible tragedy is that it took another senseless murder to achieve that end."

According to a press release, Assistant District Attorney Patrick Haggan said Corliss lurked outside the Tedeschi's Food Shop at 779 Centre St. on the day after Christmas, waiting until there were no customers. At about 3 p.m., wearing a hat, wig, and scarf as a disguise, he en-

tered and robbed Dangol at the point of a .380 caliber semiautomatic handgun.

He had reportedly complied with everything Corliss asked him to do during the midday robbery, but Corliss apparently thought he was lying when he said he didn't have access to a store safe. Dangol was shot once through the chest and later died at Brigham and Women's Hospital.

Corliss had previously been convicted of murdering another store clerk during another armed robbery in Salisbury in 1971.

While jailed, he allegedly tried to orchestrate the assassinations of murder witnesses, including his wife who drove the getaway car and reportedly died of natural causes.

CITY HALL

Somerville Journal

9/29/11

Aldermen notes

By Andy Metzger | ametzger@wickedlocal.com

The Board of Aldermen met for about 1 hour and 45 minutes on Sept. 22. Ward 3 Alderman Tom Taylor was absent, as he is recovering from surgery.

Green Line strategy

The aldermen met in a closed-door executive session for about 45 minutes to discuss legal options they could take to force the state to speed up construction of the Green Line Extension. The state's Department of Transportation is currently planning to miss the court-mandated completion deadline of Dec. 31, 2014 by about four or five years, though it still needs approval from the state Department of Environmental Protection.

Hire Somerville or else

The Committee on Legislative Matters is considering a local hiring ordinance that would require companies to hire a certain percentage of

development that received city funding. The city has funded the redevelopment of Max Pak and Assembly Square, the two biggest developments.

Alderman at Large Bill White said the draft ordinance runs into some issues with the U.S. Constitution because it discriminates against people from out of state.

Un-paving the way

The aldermen are scheduling a joint public meeting with the Committee on Land Use and the Planning Board to discuss planned changes to the city's zoning law that would require about 30 percent of land in residential areas to be pervious — meaning, unlike asphalt, water can seep through it.

Shrub thugs

Alderman at Large Dennis Sullivan took aim at the overgrown bushes down by the Mystic River, near his Ten Hills home, and said they are a refuge for outdoor booz-

especially down by the river and there is activity going on down by the bank which is shielded by the overgrowth," said Sullivan. "Obviously there's been partying going on in there. There are alcohol bottles and it's being hidden from the street because of the overgrowth."

Hazmat has problems

Ward 7 Alderman Bob Trane called on the city to put up roadblocks to hazardous chemical trucks that could be routed through Somerville due to a Boston proposal that would ban them from Boston's city streets.

The proposal would limit hazardous material trucks to interstates 93 and 95, according to a letter to the editor written by Somerville state legislators in opposition to the proposed route change.

"I think it's very important that we get proactive here," said Trane. "We can't sit idly by and allow Boston and Cambridge to push hazardous materials into our

enough. Check out our Fluff Festival photo gallery online.

TELL US WHAT YOU THINK

Is the city doing enough for affordable housing needs? Take the poll online.

ELECTION CENTRAL

Now that the city's only preliminary election this year is over, our eyes are on November. Stay tuned on our blog for all the election news, endorsements and announcements along the way.

FOLLOW THE JOURNAL

On Twitter @VilleJ or on Facebook search for "Somerville Journal".

ROAD RACE Homeless Coalition Annual 5

The Somerville Homeless Coalition is holding the 16th Annual 5K Race Oct. 1 with support from our lead sponsors Whole Foods and C. Property Solutions. The race will start and end at Davis Square. After the race, there will be a brunch provided by restaurants, awards for top finishers in each category, including a special prize for the person who raises the most money on behalf of the coalition. T-shirts will be available for the first 500 registrants and music provided by the HONK! Fes which gets underway at noon. All proceeds benefit the SHC's programs and services provided to the homeless and near-homeless.

Exhibit Two

OPINION

QUESTIONS? Contact Editor at 617-523-3335 or www.somervillejournal.com

The Green Line: Why I moved to Somerville

[Editor's note: The following letter was sent to MassDOT.]

I am a proud Somerville resident since the summer of 2008 when I bought my first house/condo on top of Winter Hill. I spent a considerable amount of time looking at condos in South Boston, Cambridge, Dorchester and East Boston. There were many factors that were very important considerations for me in purchasing my first home. Having lived in Belmont prior to moving to Somerville, I was a close follower of the news and politics of the Green Line Extension. I bought my condo in Somerville in 2008 truly believing that this time, the Green Line

Extension was moving forward. Many young professionals like myself did the exact same thing. I bought a short-sale property and made significant repairs, not only improving my home, but the entire neighborhood. I made the decision to move to Somerville over other areas largely because I thought the Green Line was coming though, and would be done by 2012.

Another delay of the Green Line Extension is making Somerville move backwards in its attempts to be a desirable place for young professionals and families to live. I have always taken offense to when people, referring to what Somerville used to be, call it "Summerville." The prospect of the Green Line was a huge factor in the transformation of the old "Summerville" to what the city is becoming,

enough to when people, referring to what Somerville used to be, call it "Summerville." The prospect of the Green Line was a huge factor in the transformation of the old "Summerville" to what the city is becoming,

and what it has the potential to become - a true competitor in the local housing market appealing to those who will invest in the future of a city they are proud to live in.

I don't ever want to regret having bought my first home in Somerville. I don't want to regret investing in a property and neighborhood that was quite promising when I bought in 2008.

I want to see Somerville continuing to move forward in the Boston-area housing market. The Green Line needs to happen for this to take place.

— Antonio David Lassalleta, MD,

Heath Street

Thanks from the Garden Club

We would like to thank the Somerville community for the generous support of the Somerville Garden Club Perennial and House Plant Sale.

Our Saturday, Sept. 17 sale in Davis Square offered over one thousand donated plants for sale, and local gardeners and club supporters turned out in force to purchase our beautiful selection of perennials, shrubs, and houseplants. Additional thanks are due to garden club members who donated both time and plants, the Somerville DPW workers kind enough to provide our display tables plus Pemberton Garden Center, Blanchette Gardens, and other local merchants who donated their special plants for our sale. Sale proceeds go to the public plantings and educational

programs sponsored by the Somerville Garden Club. The ongoing response from gardeners and friends of the allows us to continue to provide spaces in Somerville. — Son Garden Club

The best block party in town

On Saturday, Sept. 17 on [Street], neighbors gathered for eleventh annual block party. Beautiful sunny day and we ate, played miniature golf at in some backyards, and as kids (and some adults) to donuts hanging from string "no-hands" eating" contest. T Best Pest and Ashling Cons the kids could play in a giant house. And thanks to Mack Market for donating Hambr Market for our annual 1 raised \$340 for the Somer Less Coalition by raffling gift certificates from several generous Somerville businesses. The faktori, Mario's Salon, The Orleans, Dave's Fresh Pasta, Café, Dunkin' Donuts, Skin Works, Johnny D's, Square dio, and Magpie.

Several boxes of food dor the Homeless Coalition wer leected. We're not at all com but we know we throw the best block party in town. — Woodbury, Irving Street BK Committee

Somerville Journal — 9/29/11

Exhibit Three

GLAM

From: "Halvorsen, Eric" <ehalvorsen@mapc.org>
To: "GLAMTWO" <GLAMTWO@comcast.net>
Sent: Thursday, October 27, 2011 10:30 AM
Attach: WMCC meeting notes_10.19.11.pdf; WMCC_Presentation_101911.pdf
Subject: RE: MAPC meetings

Carolyn,

Please find attached a copy of the presentation and meeting notes from the October 19, 2011 meeting at the West Medford Community Center.

I did not include key pad results or formal comment summaries because we did not use keypad polling devices nor did I hand out formal comment cards. This meeting was hosted by the West Medford Community Center and was not intended to be at the scale of our other five larger public meetings. This was intended to be a smaller neighborhood-focused conversation between MAPC and residents in the community and a chance to answer questions and listen to comments.

Thank you,
Eric Halvorsen

From: GLAMTWO [mailto:GLAMTWO@comcast.net]
Sent: Wednesday, October 26, 2011 9:58 PM
To: Halvorsen, Eric
Subject: MAPC meetings
Importance: High

Dear Eric:

This is to notify you that Dr. Wood and myself will be attending the November 2nd meeting at Medford City Hall.

Also, I am requesting a copy of the minutes taken at the afternoon meeting on October 19th at the West Medford Community Center and a copy of the presentation given to attendees that day. I also am requesting a copy of all key polling results and comment summary reports taken at the meeting that day.

Sincerely yours,

Carolyn Rosen
Chairperson
GLAM

GLAM website <http://glam.medford.tripod.com>

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.

Exhibit 4

Notes from October 19, 2011 Meeting at West Medford Community Center
Staff Person Present: Eric Halvorsen

Comments Made During Meeting

Displacement and Gentrification:

- This area of Medford has already begun to see socio-economic change, worried that the Green Line Extension will accelerate change
- Concerned about rising property values in the neighborhood which could lead to higher property taxes
- Concerned that individuals living on a fixed-income may not be able to afford additional housing costs and may be displaced as a result
- Concerned about being able to pass on their homes to children and grandchildren
- Concerned that their children already can't afford to purchase a home in the neighborhood
- Concerned about the displacement of an historic African-American community
- Meeting participants indicated they do not want to move from their current residence into new affordable housing that might be developed in the area
- Meeting participants indicated an interest in learning more details about what policies or programs are/could be made available to help limit impacts of displacement on the neighborhood
- Concerned about the expansion of Tufts University further into the neighborhood and the results that any possible expansion may have on existing residents

Outreach:

- Concerned that not enough meetings were held in the West Medford community, or at the Community Center
- Meeting participants commented they had not been aware of the MAPC visioning process
- Meetings have not been held that specifically outreach to or include the disability community
- Concerned that meetings were held at Tufts University during evening hours, also one meeting was held in the winter

Other Comments:

- Will the Green Line Extension negatively impact tax payers in Medford?
- Want to ensure the comments provided at this meeting are relayed to decision makers
- Concerns expressed about parking on residential streets around the potential Green Line station

Exhibit 5

GLAM

From: "Patrick McLaughlin" <frpatmcl@att.net>
To: "Carolyn Rosen" <GLAMTWO@comcast.net>
Cc: "David Kilpatrick" <dkilpat1@juno.com>
Sent: Tuesday, November 15, 2011 10:55 AM
Subject: Green line extension from College Ave to MVP

Dear Carolyn, thank you for you update. However I cannot be present tonight at Medford City Hall (r.207) to add my two cents of concern about the proposed (one really wonders if it proposed or really is it a "done-deal") extension to the parkway. The present infrastructure is in-capable of handling of all of the traffic at this point. Are we becoming another Brockton that takes a half hour to cross town or Waltham which has the same problem. Who are the beneficiaries of all of this. Some argue that it will not happen for another 8 or 10 yrs. To which, one has to ask, what are we doing to our children? ... Even the sudden call for a meeting raises concern. For one, I cannot support such an extension. Sincerely, Fr. Pat McLaughlin

Exhibit 6

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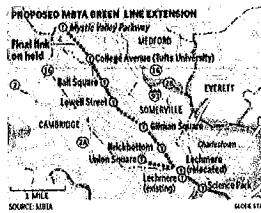
- Project Manager

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Medford residents fear impact of Route 16 T stop

November 03, 2011 | By Matt Byrne, Town Correspondent, Globe Staff

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By Matt Byrne, Town Correspondent

In 25 years, urban planners foresee a West Medford revitalized by surging commercial and retail development, boosted property values, and access to easy transportation to downtown Boston -- all clustered around the proposed extension of the Green Line to Route 16.

But as Medford residents turned out last night to hear the pitch by the Metropolitan Area Planning Council, some expressed concern that the station would draw unwanted vehicular traffic, jack up property taxes, and push out longtime residents of the African American community in the area.

"There will be gentrification, we know that," said Gwen Blackburn, who for 48 years has lived on Arlington Street, steps from the proposed station site. She was among a small chorus of doubters who questioned whether the station would irreversibly change the fabric of the neighborhood.

"We have some concerns about what that Route 16 station will do for us," Blackburn said.

The meeting was the final installment in a series of five listening sessions commissioned by the Massachusetts Bay Transportation Authority to gauge residents' wants and needs as agency officials plan the \$1.2 billion project. The discussion will not dictate changes in the look, design, or scope of the station, but was intended to hear residents' reactions to the plan.

Those comments will become part of recommendations made to the state, which are set for release next month. A two-week public comment period will follow, according to the planning council.

"I think there is more support now than there was at the beginning," said Kate Fichter, project manager for the extension.

During an extended question and answer session attended by more than 100 Medford residents, some expressed fear that Boston-bound T riders from surrounding towns will treat residential streets near the new terminus as a de-facto commuter parking lot. Others called for the preservation of open space, and some speakers said the project should include greater bicycle and pedestrian access.

During about an hour of questioning, only one resident spoke up in praise of the project, calling it a boon to the entire city.

Some of the features would require extensive rezoning and coordination by Medford officials, but Doug Carr, a resident of Boston Avenue, said he doubted the city could pull it off.

"I see a lot of things here that need to be put on Medford's plate," Carr said. "I don't see the capacity here to do it."

Matt Byrne can be reached at mbyrne.globe@gmail.com.

ADS BY GOOGLE

Halvorsen, Eric

From: Maureen Barillaro [lucyneptune@hotmail.com]
Sent: Wednesday, December 21, 2011 7:23 AM
To: GLX
Subject: FW: Green Line Extension Public comment

Dear MAPC,

I believe the Green Line extension to Rt 16 in Medford/Arlington will be extremely beneficial to the people of those towns. Today, these residents have very little neighborhood access to the T. Having public transportation access will reduce traffic along the new Green Line corridor as people leave their cars at home and ride the T to their destination. I live in Porter Sq and most of the stations around here- Harvard, Porter and Davis- do not offer long term parking so there is not traffic increase with people driving to the station- except to drop people off. There should be a safe driving area for buses and pick up and drop off- large enough to turn around and a traffic light that responds only if cars are pulling out of the station or if pedestrians push the button. There needs to be plenty of safe bicycle parking as well.

Traffic may increase on Rt 16 due to added stop lights but drivers need to find other ways to get around if they don't like traffic. That is the whole point of the T and exactly why it needs to be extended to Rt 16.

Sincerely,

Maureen Barillaro
Craigie St
Somerville, MA

Halvorsen, Eric

From: Blever3043 [blever3043@aol.com]
Sent: Wednesday, December 21, 2011 12:23 PM
To: Halvorsen, Eric
Subject: Re: Mystic Valley Parkway Green Line Draft Report

Mr. Halvorsen,

I would like to express my strong support for the extension of the Green Line to West Medford at Route 16. I had always hoped that the extension would go to Route 60 as it seems to be a natural end joining up with the existing commuter rail station and existing bus lines as well as the village center, however since that is no longer an option I strongly urge support for the extension to route 16.

Both my wife and myself have used the existing commuter rail and bus services to commute to Boston. We find them crowded, inconvenient, and at times extremely unreliable. Most people who work in Boston need to get to the Park Street station as it is the transit hub, which means the majority of commuters who take the train have to go the long way around through North Station or use a bus and subway combination that in rush hour can take significant time. The train cars in the morning are often dangerously overcrowded with passengers standing in between cars and next to open doors. On several occasions, I have had one to two hour commutes home to Medford only a few miles from Boston.

A Green Line extension offers a dedicated track without the traffic interference that buses have, the infrequent times the commuter rail has and a convenient destination at Park Street. Aside from servicing commuters to Boston, the extension will offer other transit opportunities to the CambridgeSide Galleria Mall and other local destinations. This project will be a substantial benefit to the community with minimal impacts on the existing properties and owners.

I understand that funding is a concern, but if the state and MBTA wish to have ridership, they have to service patrons with reasonable transit options. Aside from commuters, ridership on evenings to events in Boston would be available to the communities of Medford, Arlington, and Somerville. Simply put, if I can walk out my door and not have to wait an hour or more for a train or bus and hop on the Green Line I will do it instead of driving and dealing with the hassle of parking in Boston. Thousands of people reside near the proposed Route 16 station in Medford, Arlington, and Somerville, this could be a great community asset and spur economic development. I urge the MAPC to support this project, aside from environmental and planning benefits, the extension will serve a community that primarily working class and needs reliable transportation to and from work.

Thank You,

Brian Lever
40 Tyler Avenue
Medford, MA
781-646-1336

-----Original Message-----

From: Halvorsen, Eric <ehalvorsen@mapc.org>
To: undisclosed-recipients:
Sent: Wed, Dec 21, 2011 10:57 am
Subject: Mystic Valley Parkway Green Line Draft Report

Dear Green Line Friends,

This is a reminder that the public comment period for the draft Mystic Valley Parkway Green Line Extension Community Visioning Process report will come to a close on Friday, December 30th. The report is available on our [website](#).

Printed copies of the draft report are also available at the following locations:

- City of Medford, Community Development Department, 85 George P. Hassett Drive, Medford, MA
- City of Somerville, Community Development Department, 93 Highland Avenue, Somerville, MA

- West Medford Community Center, 111 Arlington Street, Medford, MA
- Walkling Court Community Center, Walkling Court, Medford, MA
- City of Somerville Library, 79 Highland Avenue, Somerville, MA
- City of Medford Library, 111 High Street, Medford, MA

Comments can be submitted to MAPC in any of the following ways:

- Email – glx@mapc.org
- Phone – 617-451-2770
- Written – MAPC, c/o Eric Halvorsen, 60 Temple Place, Boston, MA 02111

Thank you to those who have already submitted comments.

Thank you,
Eric Halvorsen, AICP

Eric Halvorsen, AICP

Transit Planner
Metropolitan Area Planning Council (MAPC)
60 Temple Place
Boston, MA 02111
P: 617-451-2770 ext. 2018
E: ehalvorsen@mapc.org
www.mapc.org



Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.

Halvorsen, Eric

From: Patrick McLaughlin [frpatmcl@att.net]
Sent: Thursday, December 22, 2011 9:00 PM
To: GLX
Cc: Carolyn Rosen

I have serious concerns about the extension going all the way to Mystic Valley Parkway unless some serious consideration is give to developing a better infrastructure. Route 16 cannot handle the traffic it already has at peak hours. Quite simply, it is a mess. I walk @ 6 AM and can almost keep up with the traffic coming from W. Medford to the lights at Winthrop Street. To justify the extension by saying it will not happen for years to come is seems to disregard what the present children of Medford will be facing. Or does anyone really care about the future of our children? Fr. Patrick J. McLaughlin

Halvorsen, Eric

From: Adrienne Landau [adriennelandau@yahoo.com]
Sent: Wednesday, December 28, 2011 2:42 PM
To: GLX
Subject: Weighing in on extending to 16

Dear GLX people,

It has been pointed out to me that the MAPC report does not provide design or preliminary engineering information on impact to those, like myself, who live along the current railroad tracks from College Avenue down to Route 16. This is a large void of data when considering the human and environmental costs to our community.

Whom is to benefit from the proposed land development recommendations and will that benefit provide an equitable and balanced approach to the whole of Medford?

I don't think I'm for this added piece AT ALL.

Warmly, Adrienne Landau, 124 Brookings St, Medford (4th house in from the tracks)

Halvorsen, Eric

From: GLAMTWO [GLAMTWO@comcast.net]
Sent: Wednesday, December 28, 2011 7:20 PM
To: GLX
Cc: LoneCe26@aol.com
Subject: Fw: A make sense public comment. - Mystic Valley Parkway Report

Dear Mr. Halvorsen:

Mr. Carl Cincotti reported to us that he was having technical computer problems connecting to your email site today. He has requested that we forward his public comments to you regarding the Mystic Valley Parkway Land Development Report to ensure their submission. His public comments are articulated below.

We are copying Mr. Cincotti on this email so that he knows we have completed the task he requested of us. Mr. Cincotti resides at 2 Yeomans Avenue in Medford and can be contacted at 781-391-5679 if you have any questions.

Sincerely yours,

Carolyn Rosen
GLAM website <http://glam.medford.tripod.com>

----- Original Message -----

From: LoneCe26@aol.com
To: glamtwo@comcast.net
Sent: Wednesday, December 28, 2011 1:00 PM
Subject: A make sence comment.

I would strongly , oppose . any extension of transit to the Medford boarders, Mainly the tax burden on medford of the supposed (betterments,) for all eternity ! and these will never come off the tax sheet ever, there is not a great need for this project in any of medford , is felt by the greater population here! how ever, a study and funding of these mon eys would greatly benefit quality if life in Medford by upgrading the Wellington circle area. as well as the 10's of thousands that cross through that Medford roadway every month , So I would hope who. ever may read this will take it to the table and apply if to good common scene, Carl T Cincotti Medford resident .



UNIVERSITY RELATIONS

Mary Jeka, Senior Vice President

December 29, 2011

Mr. Eric Halvorsen
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

Dear Mr. Halvorsen:

On behalf of Tufts University, I want to express our strong support for the extension of the Green Line to Route 16. We are pleased that a station at the intersection of Boston and College Avenues will provide members of the campus community and the residents of our neighboring communities with rapid transit access to downtown Boston. We also support the extension to Route 16 as it will add important additional access to members of the Tufts community as well as to the residents of the Medford and Somerville neighborhoods.

A terminus at Route 16 will provide public transportation to the employees of the university who reside at 200 Boston Avenue (where the university leases space). The new station will benefit the environment by enabling the occupants of 200 Boston Avenue to use public transportation rather than bringing their own vehicles to the site. In addition, the Route 16 terminus would allow faculty and staff at 200 Boston Avenue better access to the Medford/Somerville and Boston campuses, allowing for greater cross-disciplinary research and inter-laboratory explorations.

The Green Line extension will benefit all the residents and businesses along its path. Tufts University is a major employer in the Medford/Somerville area and is integral to the economy of this region. We are pleased that the Green Line extension will vastly improve the transit needs of our community and the entire region.

We have recognized the importance of the Green Line project from its inception. We support the project and hope that it can move forward expeditiously.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary R. Jeka".

Mary R. Jeka
Senior Vice President for University Relations

Mike Korcynski
149 Burget Ave.
Medford, MA 02155

December 30, 2011

Eric Halvorsen
60 Temple Place
Boston, MA 02111

Dear Mr. Halvorsen,

Thank you for the opportunity to comment on the MAPC's *Mystic Valley Parkway Green Line Extension Community Visioning Process Draft Report* dated November 2011. My comments are fairly brief, as I've found the report itself to be representative of what was discussed during the visioning process, and I concur with many of the conclusions. The vision for the future MAPC presents here, echoes much of what was said in the small group exercises I participated in as part of this process. I'm glad to see the consistency between what went on in the public input process and what you've put out in this report.

If there is one thing missing from this report I believe that you fail to project how the existing conditions could change if the rest of the Green Line is built from Lechmere to College Ave., while leaving Rt. 16 out of the project. The report starts to capture the likely scenario in the Office Market section: "Somerville will likely be looking to position itself as a lower cost Cambridge alternative for office space in conjunction with the extension of the Green Line within the city." I believe Somerville will be successful in doing this and the risk for Medford and the Rt. 16 area is not that it will be left to conduct business as usual, but that it will struggle just to maintain the market as a flood of Office and Commercial spaces suddenly become more desirable and T accessible. While I understand that much of this process is based on the vision of what "could be" if a station were built, I think examining the economic risk of major changes all around this area without changes here would have been a worthwhile effort. Many of the concerns I heard amounted to "I want things to stay as exactly as they are from now until forever." Therefore, examining the effects on the focus area if the rest of the extension were to be built without the Rt. 16 station may be a way to determine if there is economic impact (negative or positive) to the area, which would make it easier to engage concerned residents.

I support this project to Route 16 for many reasons. Pragmatically, there is nothing Medford plans to do or is capable of doing that presents the prospects of "Doubling the tax revenue in the station area" without the Green Line Extension to Rt. 16. My concern again is that if the rest of the extension is built and Rt. 16 is left out, Medford could bear a tax burden with deflated values in that area.

Again, I'd just like to say thank you for putting on a well-organized, engaging visioning

process that managed to reach such so many residents. To a degree, I think MAPC's efforts suffered in part because of the extensive environmental and station design process MassDOT has done for Rt. 16, especially having already flushed out all of the same concerns you heard during this project. The GLX has an uncanny way of driving away its own supporters at times with its bizarre desire to keep resetting the game and making those who support the project play again. That said, I've found the MAPC process to provide more clarity around the economic opportunities possible at Rt. 16. Looking at the outcome of this MAPC project combined with the extensive environmental analysis completed by MassDOT, to me the only acceptable outcome is to see the GLX project built to completion to Rt. 16 with the rest of the Green Line Extension.

Sincerely,

Mike Korcynski

Laurel Ruma
149 Burget Ave.
Medford, MA 02155

December 30, 2011

Eric Halvorsen
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

Dear Mr. Halvorsen,

Thank you for the opportunity to comment on the Metropolitan Area Planning Council's *Mystic Valley Parkway Green Line Extension Community Visioning Process Draft Report* dated November 2011. I participated in many of the MAPC's meetings and found them to be models of how all public meetings should be run. They were civil, well-attended, approachable to people who are new to the Green Line Extension (GLX) project and a welcome change from the highly charged, combative MassDOT GLX meetings. It was great to meet neighbors and work in a collaborative environment to imagine "what if" for Rt. 16/Mystic Valley Parkway (MVP). However, I feel there was some confusion in the final meeting. It was apparent that many attendees did not realize that this was just a visioning process and there are many things that need to happen before anything is built.

As a participant at the MAPC meetings, I found the report to be consistent and comprehensive of the issues, concerns, and opportunities discussed at the public meetings. I agree with a majority of the report, especially the overwhelming evidence that a GLX station at Rt. 16/MVP is an incredible, rare, and exciting opportunity for both Medford and Somerville and the citizens of each city (as well as surrounding towns). The visioning in the report represents a perfect opportunity to build transit-oriented development (TOD) at Rt. 16/MVP. Without that critical transit piece, the likelihood of a successful redevelopment of the area is put into question. Considering the current and future economic realities, municipalities will have to be very careful and smart about development, but the possibilities outlined in the report create a tangible and realistic economic boon for the cities and residents.

It is clear that building the GLX to Rt. 16/MVP creates numerous opportunities that cannot be found at the current GLX terminus sighting at College Ave./Boston Ave. in Medford. These economic opportunities include, but are not limited to:

- retail development
- housing, including senior and low-income housing
- mixed-use development

- office/business development, including biotech labs
- building the GLX terminus in an area already zoned for commercial use

As a direct abutter to the current proposed terminus at College Ave/Boston Ave. in Medford, I am most concerned with the GLX ending in a residential neighborhood. Although the report does not talk about the current terminus at College Ave./Boston Ave., it is clear that there are no opportunities like those listed above at this location because Tufts University owns a majority of land surrounding the station. Having a terminus in residential neighborhood is not ideal for a number of reasons, but it also limits the economic development opportunities. Extending the GLX to Rt. 16 will serve a larger number of citizens in Medford, Somerville, and Arlington. It also fulfills MassDOT/MBTA's legal commitment to extend rail service into the Medford Hillside--a legal requirement that is not achieved by ending the GLX at College Ave./Boston Ave.

I hope the MAPC's report (along with the extensive studies MassDOT has done for the project area) satisfies Mayor McGlynn's request for more information so he can publicly and definitively support not just the building of the Green Line Extension into Medford, but also the extension to Rt. 16/Mystic Valley Parkway. Building the extension to Rt. 16/MVP fulfills the legal requirement to serve the Medford Hillside, and also provides an amazing opportunity for economic and housing development, as well as a unique and valuable service to citizens for future generations.

Thank you,
Laurel Ruma

cc

Mayor Michael McGlynn
Mayor Joseph Curatone
Carl Sciortino
Katherine Fichter

Medford City Council:
Breanna Lungo-Koehn
Robert Maiocco
Paul Camuso
Fredrick Dello Russo
Michael Marks
Robert Penta
Richard Caraviello

Halvorsen, Eric

From: John Roland Elliott [JohnRolandElliott@Comcast.net]
Sent: Friday, December 30, 2011 1:24 PM
To: GLX; Halvorsen, Eric
Cc: mayor@medford.org; mayor@somervillema.gov; Katherine.Fichter@state.ma.us; Carl.Sciorino@state.ma.us; rpenta@hotmail.com; michael@marksformedford.com; info@dellorusso.net; camusop@aol.com; rmaiocco@aol.com; blungo2001@yahoo.com; rickformedfordcouncil@gmail.com
Subject: MVP GLX Community Visioning Public Comment

Dear Mr Halvorsen:

Thank you and your team for your efforts and congratulations on reaching this important milestone. As someone who attended all five of the public meetings and who has attended literally dozens of meetings related to the Green Line Extension, I am relieved that you managed to succeed at this critical task, especially in light of the difficult and often contentious climate that exists in my community (Medford).

I found your process to be

1. Inclusive. You managed to collect and accept input from people who had been absent from the GLX process during the many years it has been underway. You managed to hear from everyone, even people who would have been content to be passive observers.
2. Fair. Notwithstanding a broad range of support and opposition to the subject of your investigation, you succeeded in hearing all and synthesizing the opinions into a coherent conclusion.
3. Professional. Your methods struck the delicate balance required to a) keep to an agenda, b) thwart attempts to derail the process and c) all the while, give opportunities for all to be heard.
4. Effective. The outcome of the process is a sketch of what this part of our city could become given adequate interest from our populace, new-found vision in our City Government and a modicum of imagination from the business community.

I accept your "*Chapter 4: Vision for the Future*" as a practical starting point for determining what would be best for the Medford Hillside / West Medford / Central Medford neighborhoods. I suspect there will be further discussion to refine the details in *Focus Area Recommendations*. (Will there be 195 units or 215 units? Will there be six stories of just four?) I suspect that refinement must come from a local government and business consortium using the work you've done as a springboard.

All that though is a hypothetical exercise until we can establish plans for fulfilling the mandate to bring the Green Line to Medford Hillside – Mystic Valley Parkway / Route 16 – since none of the development can be undertaken at the current “temporary” terminus – College Avenue / Tufts. It is my unqualified belief that the biggest obstacle to be overcome is not the question of how many units and how many stories. The biggest obstacle is not even the non-trivial sum required to fund this advancement. The biggest obstacle is the political will of the Medford City Government.

Given that our local government has for several years been reserving judgment, citing a need for further study and information, we Medford residents, armed with the benefit of the *MVP GLX Community Visioning Process Draft Report*, should be in a better position to expect action from our representatives. Will the City of Medford continue to rely on its existing tax base to fund the continued growth of the city's financial needs? Or will it recognize that introduction of new revenue streams is necessary – revenue streams that can come from Transit Oriented Development?

Thank you, again, for your hard work.

Sincerely,

John Roland Elliott
Medford Hillside

Halvorsen, Eric

From: sh.lipsky@comcast.net
Sent: Friday, December 30, 2011 3:41 PM
To: GLX
Subject: Comments on Mystic Valley Parkway Green Line Extension Community Visioning Process report

December 30, 2011

Eric Halvorsen, AICP

Transit Planner

Metropolitan Area Planning Council (MAPC)

60 Temple Place

Boston, MA 02111

ehalvorsen@mapc.org; glx@mapc.org

Dear Mr. Halvorsen:

I am submitting my comments on the Mystic Valley Parkway Green Line Extension Community Visioning Process report, issued in November, 2011.

I am opposed to the proposed development along the Mystic River at the intersection of Boston Avenue and Mystic Valley Parkway. First, increased traffic and the number of traffic accidents along Boston Avenue and Mystic Valley Parkway are particular problems. Traffic accidents at this major intersection were not included in your report. There are numerous accidents at this intersection as well as some pedestrian fatalities that have occurred here and at the intersection of Boston Avenue and Irvington Rd. In just the past month, a traffic signal at the intersection has been knocked down in an accident. Most importantly, there are three elderly housing complexes that are situated near these intersections along Boston Avenue: Walkling Court in Medford, Somerville's VNA consisting of 99 units, and Somerville's Elderly Housing at Capen Court, which consists of 95 units. Pedestrian safety in this area needs to be reviewed closely because of the number of elderly pedestrians. Your report advocates a parking structure at the site. During the MBTA Green Line Extension meetings, this site has always been described as a pedestrian and bicycle destination and has been specified to not include a parking structure. An additional parking structure will impact the safety of the many elderly residents.

At no point in your report do you address that the proposed development abuts a site on the National Register of Historic Places, Mystic Valley Parkway, nor the historic neighborhood of West Medford. The resulting environmental devastation to this largely residential neighborhood and the historic parkland, designed by Charles Eliot and the Olmstead brothers in 1893, would be undeniable. The parkland follows the footprint of the Middlesex Canal and some of the park's historic trees date from this time. Your report does not address what steps you will take to mitigate the historic and environmental impacts on the parkland when you talk about plans to build pedestrian and bicycle walkways. You also need to address the impact of your proposal on the largely residential and historic neighborhood of West Medford with homes and historic churches that line Boston Avenue.

While repeated comparisons to the mixed used development in Wellington Circle in Medford were made during the presentations, unlike Wellington Circle, this area was not originally largely industrial. It is mixed use and most of the structures along the Boston Avenue and in West Medford are two and a half story residential housing. To develop this project, there are five Somerville residences along Boston Avenue that are being proposed to be taken so that mixed use four-story buildings will be built. In the Whole Foods area, the height that is being proposed is even higher. I am opposed to the zoning and height changes that you are seeking to increase the height of these buildings.

Another area of concern is the increase in particulate matter in air quality due to increased traffic in this area. There will be an increased number of buses and cars traveling along Boston Avenue on both sides of the Mystic River. In addition, there will be increased traffic traveling south along Mystic Valley Parkway and crossing the bridge opposite Whole Foods as cars exit from Rte. 93 to reach the Green Line. From the opposite direction, there will be increased traffic on the parkway as cars travel north from Massachusetts Avenue and east along Mystic Valley Parkway from Arlington.

An area that needs to be addressed but that is not in your report is the management and erosion control of increased storm water from the new buildings in the four focus areas emptying into the Mystic River. In the last page, the report states that further engineering and design studies will need to be done to address noise quality, vibration issues, and any mitigation steps. Preliminary studies around storm water, noise, and vibration should be done around the proposal of the development of all of the four focus areas in your plan.

To summarize, I am strongly opposed to the current proposal and vision to develop the site at Mystic Valley Parkway/ Boston Avenue. I am concerned about the deterioration of healthy air quality due to increased traffic along Boston Avenue and Mystic Valley Parkway. I am concerned about the five homeowners on Boston Avenue in Somerville who will lose their homes. I am also concerned about storm water management in the Mystic River and environmental and erosion damage done to the National Historic Site of the Olmstead-designed parkland and its historic trees along the Mystic River.

I believe that further environmental, historical, and traffic analysis will need to be done in this area.

Sincerely,

Suzanne Lipsky

Kenneth J. Krause
50 Mystic Street Medford, MA 02155
781-396-0920 kenneth.krause@comcast.net

December 30, 2011

Eric Halvorsen
Transit Planner
Metropolitan Area Planning Council
10 Temple Place
Boston, MA 02111

Re: Mystic Valley Parkway Green Line Extension Community Visioning Report

Dear Mr. Halvorsen,

Thank you for the opportunity to comment on the Metropolitan Area Planning Council's Mystic Valley Parkway Green Line Extension Community Visioning Process Draft Report.

First, I wish to compliment the MAPC and the Massachusetts Office of Public Collaboration for the professional manner in which the Visioning Process was conducted. The public meetings were well administered, informative, engaging, and allowed everyone to participate no matter their level of familiarity with the project.

The cities of Medford and Somerville, and particularly the residents and other stakeholders in the Mystic Valley Parkway (Route 16) station vicinity, are fortunate that this Visioning Process took place. One could make the case for the need for similar studies for each of the stations on the Green Line Extension, in particular Lechmere, Union Square and Washington Street – the three station areas in addition to Mystic Valley Parkway deemed to have “high” transit-oriented development (TOD) potential in the Green Line Extension Draft Environmental Impact Report (DEIR) – and Ball Square and Gilman Square, rated as having “moderate” TOD potential.

However, while the Visioning Process was a useful exercise that produced a wealth of information and ideas about the Mystic Valley Parkway station area, it is important to not overweight “development potential” when assessing the merits of the proposed Green Line station there.

The DEIR clearly demonstrated that a Route 16 terminus station strengthened the Green Line Extension project in all criteria measured: regional mobility, ridership, environmental benefits, cost effectiveness, and environmental justice neighborhoods served, in addition to economic development opportunity. That is why the Massachusetts Department of Transportation has chosen the Route 16 terminus station as its “Preferred Full Build Alternative,” and the findings of the MAPC Route 16 study provide yet another confirmation of the wisdom of that decision.

Nevertheless, it is important that any associated private or municipal development that might follow MassDOT's introduction of Green Line service to the Route 16 area be carefully considered, and be of a scale that is suitable and complementary to the surrounding area.

The MAPC report captured this sentiment in describing the "common vision" for the area offered by residents and stakeholders during the study process:

"A well-connected, walkable, bike-able, neighborhood scale transit-oriented development node that provides new opportunities for mixed-income housing, job creation, increased tax revenue, and access to quality public transit. New development must knit into the fabric of the existing neighborhood and provide opportunities for increasing access to affordable housing and quality jobs. Connectivity from the surrounding area is critical in making the potential station a part of the neighborhood."

For the most part, the MAPC study recommendations conform to this vision. The emphasis on connectivity, particularly for safe walking and bicycling to and from the station, is paramount. With no parking to be provided on-site, 90 percent of the riders are expected to access the station without the use of a car, so safe and convenient access to the station – and bicycle parking facilities – are crucial to the success of the station. Further, these connectivity improvements will benefit everyone who visits the area, whether or not their destination is the Green Line station.

The MAPC study makes numerous other sound recommendations that would be beneficial to the community with or without the addition of the Green Line, including:

- Modifying zoning regulations to introduce a mixture of uses, including retail, that currently are not permitted
- Developing policies and procedures for on-street parking management and enforcement
- Expediting the execution of Mystic River Master Plan, in particular the construction of a continuous river corridor trail system that will provide a safe, off-street path directly to the Route 16 station and many other destinations in Medford
- Instituting techniques and policies to preserve and create additional affordable housing for both home owners and renters
- Increasing the amount of public housing available for the rapidly growing senior population
- Increasing open space in the station area as a tie-in to the adjacent Mystic River Reservation
- Retaining the Whole Foods Market as a neighborhood anchor

Perhaps most significantly, the MAPC study quantifies – for the first time – the estimated benefits from any development and/or redevelopment associated with the Green Line station at Route 16. The data includes:

- 117 additional market-rate housing units, 55 additional senior housing units, and 4 additional low-income family housing units
- 15,000 square feet of added commercial/retail space, and 67,000 square feet of added office space
- 240 new jobs
- Nearly doubling the annual tax revenue in the station area, an increase of \$435,000.

This data only further confirms the value of the Green Line Extension to the cities of Medford and Somerville, as well as the desirability of these communities to live and work.

Overall, the MAPC study presents reasonable parameters backed by sound policy for implementing redevelopment in conjunction with the Green Line Extension.

I took issue with only a very few statements or recommendations in the study:

Focus Area 1: The recommendations for this parcel are reasonable, but future evaluation and planning should not be limited to its current configuration. If as intended MassDOT purchases the U-Haul parcel, it will have much more property than needed for the Green Line station and its amenities. It will also need to provide vehicular access to the station without intruding on the neighboring 196/200 Boston Avenue complex. So, it would be useful to look at opportunities to integrate Focus Area 1 and the U-Haul parcel for maximum benefit, rather than design and develop them independently.

Focus Area 2: Owner Cummings Properties' revelation during the study process that it is interested in redeveloping the 200 Boston Ave. parking structure into additional office/retail space confirms the MAPC's recommendation. My suggestion is that the redevelopment analysis not be confined to the existing footprint of the parking facility, on which a 3-story building might be somewhat unwelcomed by the residents across Boston Avenue. An addition perpendicular to the 200 Boston Avenue building – creating an L-shaped structure that fronts other commercial buildings – might be more pleasing and still allow for low-rise (one or two stories) development along Boston Avenue.

Focus Area 3: As noted in the study, the Walkling Court complex is badly outdated, not handicap accessible, and in deteriorating condition. Reconstruction and expansion of the facility should be a high priority for the city of Medford. Reducing the number of buildings makes sense, but the proposed configuration moves a higher number of residents much closer to the commuter rail tracks. Further refinements should consider a layout that does not so closely abut the commuter rail tracks and provides room for a

visual buffer of trees between the complex and the tracks; realigning the circular driveway from its present location could help accommodate this.

Focus Area 4: A six-floor edifice is too tall for this parcel and not in keeping with the scale of the neighborhood (especially if the 5-story U-Haul building – which itself is out of scale – is replaced with a lower-rise Green Line station). A four-story building (three floors residential) with additional retail should be a financially feasible model. Also, rather than a rectangular box structure, a curving façade to the building would soften its appearance and complement the Mystic River it faces. A green roof would also be a welcomed addition.

Traffic/Ridership Data: As with all of the previous MassDOT/CTPS studies, the MAPC study cites only data for journey to work trips and peak hour auto volumes, ignoring non-work and weekend auto trips, which have a much higher volume. The average U.S. household makes 12 car trips a day, and 85 to 90 percent of them are non-work trips. Further, half of all residential auto trips are 3 miles or less, and 28 percent are one mile or less. There is enormous potential for the Green Line, which will provide access to numerous destinations in Medford, Somerville, Cambridge, Boston and beyond, to capture many of these auto trips that are unaccounted for in the commuter trip ridership modeling, further decreasing traffic congestion, improving air quality, and increasing the return on investment in the GLX.

Existing Bus Service: It was surprising that the MAPC study reported that “people spoke highly of bus service in the study area.” While the area is served by three bus lines, none of them meet the MBTA’s Service Reliability Standard. In fact, their level of service is abysmal, unreliable, and infrequent at night and on weekends. The estimated peak hour trip times from the study area to Harvard Station (15 minutes) and to Lechmere Station (20 minutes) were extremely generous. The dedicated light rail Green Line service will provide infinitely more timely, reliable, frequent and accessible service than the existing bus lines.

Underground Parking: The recommendation for underground parking at Focus Area 4 will need further study and should not be presumed as feasible. In addition to the existence of water and sewer easements on the property that was noted in the study, there could be restrictions on borings and other underground activity due to the proximity to the Mystic River.

Conclusion

The MAPC is at least the sixth report since 2005 evaluating the Green Line Extension, following the Beyond Lechmere Northwest Corridor study, the Expanded Environmental Impact Report, the Draft Environmental Impact Report, the Final Environmental Impact Report, and the Environmental Assessment. Without fail, each of these reports have characterized and supported the Green Line Extension as exactly the type of project that the Commonwealth must undertake to meet the transportation demands of a

growing population and workforce, and reduce the harmful effects of greenhouse gas emissions.

In that time, the Commonwealth has had six Secretaries of Transportation – Dan Grabauskas, John Cogliano, Bernard Cohen, James Aloisi, Jeffrey Mullan and Richard Davey – who all have steadfastly supported the Green Line project, as well as the terminus station at Route 16. The project also has the unanimous support of the state legislators from Medford and Somerville, the mayors of both communities, and the public (comment letters consistently support the project, including the Route 16 terminus station, by a ratio of better than 9 to 1).

Only a stated lack of available funding for the College Avenue-to-Route 16 leg of the extension forced MassDOT to relegate that portion of the project to a second phase, a situation rectified by the Boston Metropolitan Planning Organization, which “flexed” discretionary funding from highway projects to the Route 16 Green Line station in the MPO budget for 2016-2020.

But now that the projected completion date for the first phase of Green Line construction (to College Avenue) has been pushed back to July 2019, what becomes of Phase 2, the extension to Route 16?

Further delaying Phase 2 only further delays the tremendous benefits the project will bring, benefits never more quantified than through the MAPC’s Mystic Valley Parkway Community Visioning Process.

Two years ago, MassDOT established the GreenDOT program, whose primary goals are to prioritize transportation projects that:

- Reduce greenhouse gas emissions
- Promote the healthy transportation options of walking, bicycling and public transit
- Support smart growth development.

No project in the Commonwealth exemplifies these goals better than the Green Line Extension to Route 16 and its associated improvements planned for the walking, biking and roadway environments. The economic benefits outlined in the MAPC study are icing on a cake with a perfect recipe.

It is time for the Commonwealth to re-commit to the Route 16 terminus station and to construct the full extension in a single phase.

Thank you for your consideration.

Ken Krause

Ken Krause

Halvorsen, Eric

From: Elisabeth Bayle [ebayle@comcast.net]
Sent: Friday, December 30, 2011 5:25 PM
To: GLX; Halvorsen, Eric
Cc: mayor@medford.org; mayor@somervillema.gov; Katherine.Fichter@state.ma.us; Carl.Sciortino@state.ma.us; rpenta@hotmail.com; michael@marksformedford.com; info@dellorusso.net; camusop@aol.com; rmaiocco@aol.com; blungo2001@yahoo.com; rickformedfordcouncil@gmail.com
Subject: Public comment on the draft Mystic Valley Parkway Green Line Extension Community Visioning Process report

Congratulations to the Metropolitan Area Planning Council on accomplishing the seemingly impossible. Your public meetings and draft report on the potential benefits and impacts of extending the Green Line to Mystic Valley Parkway are, to my mind, a wonderful model of how to include the public in envisioning a transportation project. The level of professionalism and effectiveness in conducting the research and analysis in this Visioning Process deserves kudos, especially since it followed years of contentious meetings and dysfunctional processes that fueled anger and mistrust among those who participated.

By contrast, your process was inclusive, open, fair, calm, engaging, and conducive to collaboration. Your report illuminates the salient points concerning the history, demographics, and current land use in the study area, and provides a factual basis for recommendations for development in the four focus areas.

The report is comprehensive, detailed, and worthy of careful study. Far from ignoring areas of concern, it contains thoughtful recommendations and strategies for averting or mitigating their effects.

I cannot praise your work highly enough, and only hope that our local public officials, businesses, and developers will take advantage of this critically important groundwork to build on the opportunities you have outlined.

As you have made clear, our community can benefit tremendously from bringing light rail to Medford Hillside with a Mystic Valley Parkway station. It is time to bring this promise, which has been held out tantalizingly since it was first proposed decades ago, to fruition.

Sincere thanks for your excellent work,

Elisabeth Bayle
Medford Hillside resident



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December 30, 2011

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Metropolitan Area Planning Council (MAPC)
c/o Eric Halvorsen, AICP
60 Temple Place
Boston, MA 02111

Re: Mystic Valley Parkway Green Line Draft Report (the "Report")

Dear Mr. Halvorsen:

Cummings Foundation, Inc. (CFI), a Massachusetts not-for-profit corporation, is the beneficial owner of the properties at 196 and 200 Boston Avenue, Medford. CFI appreciates MAPC's interest in receiving input concerning the Draft Report and offers the following comments.

CFI supports the proposed extension of Green Line MBTA service into Somerville and Medford, but is decidedly *neutral* with respect to whether the terminus station should be located at College Avenue or at Route 16 in Medford. Although a rail station at Route 16 would be especially convenient for tenants, employees, and visitors at 196 and 200 Boston Avenue, CFI believes that a College Avenue station would also be close enough to provide reasonable accessibility for those commuters who elect to ride the Green Line.

Given the current possibility for MassDOT to locate a station at Route 16; however, CFI echoes a critical concern raised by MAPC in the Report, and strongly endorses MAPC's associated recommendation. We have copied the applicable text below for your convenient reference.

"One critical point of concern for future consideration, however, is that the current version of the conceptual plan for a potential station shows all incoming traffic to the station traveling through the middle of the 196/200 Boston Avenue complex over its private driveways and parking areas. Mass DOT should carefully evaluate the entire issue of providing access to the station during the station design process to create an access plan that will not negatively impact any existing or future development at the 200 Boston Avenue property."

Report, at p. 55. As identified by MAPC, the private driveways serving 196 and 200 Boston Avenue were never designed for anything like the volume and type of traffic (i.e., buses, taxis, private vehicles, bicycles, and pedestrians) attendant to and associated with a commuter rail station. Although a travel easement exists over a portion of the Foundation's property, any attempt to exploit that easement for public rail station access would grossly overburden the driveways and materially infringe upon the dominate estateholder's rights.

Mr. Eric Halvorsen
December 30, 2011
Page 2

Further, encumbering the driveways and parking areas of the two large office and research buildings at 196 and 200 Boston Avenue, which currently serve more than two dozen tenant firms, would effectively cripple the operation of, and severely devalue, this thriving business complex. Such a result would directly undermine the Green Line Extension project's goals of increasing the economic vitality and volume of high quality commercial real estate within this neighborhood.

In the Report, MAPC also recommended the possible redevelopment of the 200 Boston Avenue parking deck from a single-story structure into a three-story office and research building with neighborhood-scale restaurant and retail uses on the ground floor. CFI concurs that sufficient market demand for such rental space exists, even now without a neighborhood train station, to support such a proposed new building. CFI further agrees that transforming the garage into a mixed-use building, if done properly and thoughtfully, would enhance the overall site and the surrounding neighborhood. Any expansion on the site would of course not be feasible, however, if it becomes the access way for a rail station.

If you have any questions concerning the above comments, please contact Cummings Foundation's Executive Director Joel Swets or me. Thank you for your attention to this matter.

Sincerely,

CUMMINGS FOUNDATION, INC.



Dennis A. Clarke
Pro Bono Advisor

Halvorsen, Eric

From: William Hamlen Jr. [wthamlenjr@me.com]
Sent: Friday, December 30, 2011 11:01 PM
To: GLX
Subject: Green line at Lechmere.

Is there a possible plan for directing the mall traffic above the roadway on a pedestrian bridge from the elevated T platform? The way the pedestrian traffic is now is terrible. They don't obey the do not walk signs and that causes major risk for pedestrian and driver.

William Hamlen